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Contents

THE PRESIDENT

Proclamation

Veterans Day, 1962..... 9433

EXECUTIVE AGENCIES

Agricultural Marketing Service

PROPOSED RULE MAKING:

Cranberries; expenses and fixing rate of assessment, 1962-63 fiscal year..... 9455

Raisins produced from grapes grown in California; handling..... 9455

RULES AND REGULATIONS:

Handling limitations; fruit grown in Arizona and California:

Lemons..... 9442

Valencia oranges..... 9442

Peaches grown in Mesa County, Colorado; expenses and fixing of assessment, 1962-63 fiscal year..... 9443

Agricultural Stabilization and Conservation Service

PROPOSED RULE MAKING:

Peanuts; proclamations re 1963 national marketing quota and national acreage allotment, apportionment of national acreage allotment to States, and intention to establish date for referendum..... 9456

RULES AND REGULATIONS:

Rice; determination of rice acreage allotments, 1959 and subsequent crop; miscellaneous amendments (2 documents)..... 9440, 9441

Sugar; direct-consumption portion of mainland sugar quota for Puerto Rico; allotment calendar year 1962..... 9441

Wheat; proclamation of results of marketing quota referendum, 1963-64 marketing year..... 9440

Agriculture Department

See Agricultural Marketing Service; Agricultural Stabilization and Conservation Service; Federal Crop Insurance Corporation.

Civil Aeronautics Board

NOTICES:

California-Nevada excursion fares investigation; hearing..... 9463

Tariff rules prescribing fare in effect at time of travel as fare to be charged; investigation..... 9463

PROPOSED RULE MAKING:

Air carriers and foreign air carriers; processing of tariff proposals and posting of tariff changes..... 9456

Customs Bureau

NOTICES:

White or Irish potatoes, other than certified seed; tariff rate quota..... 9463

PROPOSED RULE MAKING:

Articles from Mexico; returning resident's exemption; revocation of 24-hour absence requirement..... 9455

Defense Department

See Navy Department.

Federal Aviation Agency

PROPOSED RULE MAKING:

Control zones; alteration..... 9459

Federal airway; alteration..... 9458

Jet routes; alteration..... 9461

Transition areas:

Alterations (2 documents)..... 9459, 9460

Designation..... 9460

RULES AND REGULATIONS:

Control zone; designation..... 9449

Federal airways and associated control areas; designation and revocation..... 9448

National Capital Airports..... 9443

Federal Communications Commission

NOTICES:

Hearings, etc.:

Eastern Shore Microwave Relay Co..... 9464

Karig, Martin R. et al..... 9464

Queen City Radio Station and Cannon Broadcasting Co..... 9464

Star Broadcasting Corp. (WFLS)..... 9465

Western Union Telegraph Co..... 9465

PROPOSED RULE MAKING:

Television broadcast station in Vincennes, Indiana; table of assignments..... 9461

RULES AND REGULATIONS:

Commission organization; miscellaneous amendments (2 documents)..... 9451, 9452

Television broadcast stations in Alabama and Tennessee; tables of assignments..... 9453

Federal Crop Insurance Corporation

RULES AND REGULATIONS:

Federal crop insurance, 1961 and succeeding crop years:

Application for insurance; and wheat endorsement..... 9435

Combined crop..... 9436

Corn..... 9437

Cotton..... 9438

Dry bean endorsement..... 9435

Dry peas..... 9439

Grain sorghum endorsement..... 9438

Policy..... 9436

Federal Housing Administration

RULES AND REGULATIONS:

Delegations of basic authority and functions; miscellaneous amendments..... 9449

Federal Maritime Commission

NOTICES:

Agreements filed for approval:

Farrell Shipping Co., Inc., et al..... 9466

Latin America/Pacific Coast Steamship Conference..... 9466

Port of Everett, Washington; investigation of reduced wharfage charges on direct transfer freight..... 9465

Federal Power Commission

NOTICES:

Hearings, etc.:

City of Offerle, Kansas..... 9467

Weva Oil Corp..... 9467

(Continued on next page)

Fish and Wildlife Service**RULES AND REGULATIONS:**

Hunting; Merced National Wildlife Refuge, California----- 9453

Food and Drug Administration**RULES AND REGULATIONS:**

Food additives permitted in food for human consumption; safe-role-free extract of sassafras-- 9449

General Services Administration**NOTICES:**

Tungsten-bearing material held in national stockpile; proposed disposition----- 9467

Health, Education, and Welfare Department

See Food and Drug Administration.

Housing and Home Finance Agency

See Federal Housing Administration.

Interior Department

See Fish and Wildlife Service.

Internal Revenue Service**PROPOSED RULE MAKING:**

Excise taxes; hearing----- 9455

Interstate Commerce Commission**NOTICES:**

Financial interests; statements of changes:

Koehler, August W----- 9468

Wuerker, Alexander W----- 9469

Fourth section applications for relief----- 9467

Motor carrier transfer proceedings (2 documents)----- 9468

Labor Department

See Wage and Hour Division.

Navy Department**RULES AND REGULATIONS:**

Medical care for eligible persons at Naval medical facilities; miscellaneous amendments----- 9451

Post Office Department**NOTICES:**

Chief Postal Inspector; delegation of authority to administer special reward offer----- 9463

Small Business Administration**NOTICES:**

Manager, Disaster Field Office, Hilo, Hawaii; delegation relating to disaster loan making----- 9467

Treasury Department

See Customs Bureau; Internal Revenue Service.

Wage and Hour Division**RULES AND REGULATIONS:**

Button, jewelry, and lapidary work industry in Puerto Rico; wage order----- 9450

Codification Guide

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, appears at the end of each issue beginning with the second issue of the month.

Monthly, quarterly, and annual cumulative guides, published separately from the daily issues, include the section numbers as well as the part numbers affected.

3 CFR**PROCLAMATIONS:**

3493----- 9433

7 CFR

401 (8 documents)----- 9435-9439

728----- 9440

730 (2 documents)----- 9440, 9441

815----- 9441

908----- 9442

910----- 9442

919----- 9443

PROPOSED RULES:

729----- 9456

929----- 9455

989----- 9455

14 CFR

159 [New]----- 9443

570----- 9443

571----- 9443

600----- 9448

601 (2 documents)----- 9448, 9449

PROPOSED RULES:

221----- 9456

302----- 9456

399----- 9456

600----- 9458

601 (4 documents)----- 9459, 9460

602----- 9461

19 CFR**PROPOSED RULES:**

10----- 9455

21 CFR

121----- 9449

24 CFR

200----- 9449

26 CFR**PROPOSED RULES:**

48----- 9455

49----- 9455

29 CFR

616----- 9450

32 CFR

728----- 9451

47 CFR

0 (2 documents)----- 9451, 9452

3----- 9453

PROPOSED RULES:

3----- 9461

50 CFR

32----- 9453



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Presidential Documents

Title 3—THE PRESIDENT

Proclamation 3493

VETERANS DAY, 1962

By the President of the United States of America

A Proclamation

WHEREAS we are deeply conscious of the debt we owe to the men and women of our Nation who served in our armed forces during times of conflict, thereby preserving our heritage of freedom and advancing the cause of world peace; and

WHEREAS the continued devotion and adherence to the highest ideals of citizenship by our veterans has been inspirational to us in peacetime as well as in time of war; and

WHEREAS the eleventh of November has been dedicated to the cause of world peace by the Congress and has been designated as a legal holiday to be known as Veterans Day (Act of May 13, 1938, 52 Stat. 351, as amended (5 U.S.C. 87a)):

NOW, THEREFORE, I, JOHN F. KENNEDY, President of the United States of America, do hereby invite my fellow citizens to join with me on Sunday, November 11, 1962, in observing Veterans Day by attending and participating in ceremonies which will demonstrate our continued desire for world peace and our heartfelt gratitude to our veterans whose service and sacrifice has advanced the cause of peace.

I direct the appropriate officials of the Federal Government to arrange for the display of the flag of the United States on all public buildings on Veterans Day.

I also call upon officials of the Federal Government and of the State Governments, as well as upon local officials, to cooperate fully with the Veterans Day National Committee and interested patriotic organizations in their efforts to make clear to all our people the true significance of Veterans Day.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this nineteenth day of September in the year of our Lord nineteen hundred and sixty-two,
[SEAL] and of the Independence of the United States of America the one hundred and eighty-seventh.

JOHN F. KENNEDY

By the President:

DEAN RUSK,
Secretary of State.

[F.R. Doc. 62-9562; Filed, Sept. 20, 1962; 4:34 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter IV—Federal Crop Insurance Corporation, Department of Agriculture

[Amdt. No. 45].

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

APPLICATION FOR INSURANCE; AND WHEAT ENDORSEMENT

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1963 crop year in the following respects:

1. That portion of the second sentence of paragraph (a) of § 401.3 of this chapter, beginning with "(2)" and ending with a colon, is amended, effective beginning with the 1963 crop year to read as follows:

§ 401.3 Application for insurance.

(a) * * *

(2) In counties where wheat is an insurable crop an application for insurance on wheat may be filed until the March 31 following the closing date in all counties in Montana, in any county in North Dakota and South Dakota in which insurance is not limited to spring wheat only on the county actuarial table, in Linn and Malheur Counties, Oregon, in Bannock, Bonneville, Caribou, Cassia, Franklin, Fremont, and Madison Counties, Idaho, and in Grant County, Washington, but in any such case for the first wheat crop year of the contract, winter wheat in all of such counties and spring wheat planted on land which is nonirrigated in Bannock, Bonneville, Caribou, Cassia, Franklin, Fremont, and Madison Counties, Idaho, and in Grant County, Washington, will not be insured:

§ 401.32 [Amendment]

2. Section 2 of the wheat endorsement shown in § 401.32 of this chapter is amended effective beginning with the 1963 crop year by adding a sentence at the end thereto reading as follows: "Insurance on wheat under the irrigated practice will not be provided for the 1963 crop year to insureds in Grant County, Washington, with a contract in force during the 1962 crop year or who file an application prior to October 1, 1962, unless such insureds elect prior to March 31, 1963, to include irrigated wheat as an insurable practice under the contract".

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

[SEAL]

MORRIE S. HILL,
Acting Secretary,
Federal Crop Insurance Corporation.

Approved: September 19, 1962.

JOHN P. DUNCAN, JR.,
Assistant Secretary.

[F.R. Doc. 62-9513; Filed, Sept. 21, 1962;
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[Amdt. No. 41]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

DRY BEAN ENDORSEMENT

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1963 crop year in the following respects:

§ 401.3 [Amendment]

1. The table following paragraph (a) of § 401.3 of this chapter, is amended effective beginning with the 1963 crop year for beans by changing the title appearing therein which reads "Dry Edible Beans" to read "Dry Beans".

2. The dry edible bean endorsement, published in § 401.18 of this chapter, is amended effective beginning with the 1963 crop year to read as follows:

§ 401.18 The dry bean endorsement.

The provisions of the dry bean endorsement for the 1963 and succeeding crop years are as follows:

1. *Causes of loss insured against.* The insurance provided is against unavoidable loss of production due to wildlife, insect infestation, plant disease, earthquake, drought, flood, hail, wind, frost, freeze, lightning, fire, excessive rain, snow, hurricane, tornado, and any other unavoidable cause of loss due to adverse weather conditions, subject however, to any exceptions, exclusions or limitations with respect to such causes of loss that are set forth in the county actuarial table.

2. *Insured crop.* The insured crop shall be (a) dry edible beans of a class shown as insurable on the county actuarial table planted for harvest as dry beans, as determined by the Corporation, or (b) bush varieties of garden beans planted for harvest as seed and grown under a contract of, or for, sale between the insured and a seed company executed by the time the acreage to be insured is reported. Insurance shall not be considered to have attached on any acreage of such bush varieties of garden seed beans which are not under such a contract or any acreage excluded from such contract for the crop year pursuant to the terms thereof.

3. *Pound guarantee, and price per pound.*

(a) The provisions of section 3 of the policy with respect to guaranteed production and amounts of insurance per acre shall not be applicable under this endorsement. For each crop year of the contract the pound guarantee, and the price at which indemnities shall be computed shall be those established by the Corporation and shown on the county actuarial table.

(b) The pound guarantee per acre shown on the county actuarial table shall be increased by one hundred pounds for any acreage on which the amount threshed is one hundred or more pounds per acre.

At the time the application for insurance is made the applicant shall elect a price per pound at which indemnities shall be computed from among those shown on the county actuarial table. Any insured with a contract in force prior to the 1963 crop year may elect the price per pound to be in effect beginning with the 1963 crop year. If any applicant or insured fails to make an election or elects a price per pound not shown on the actuarial table the price per pound which shall be in effect shall be the amount provided on the county actuarial table for such purposes.

As to any succeeding crop year any insured may change the price per pound which was in effect for a prior crop year and make a new election by notifying the county office in writing of such election on or before the date for terminating contracts for indebtedness for the crop year for which the election is to become effective. If no such change is made, the price per pound at which indemnities shall be computed shall be the price most recently in force under the contract but for any crop year shall not exceed the maximum price per pound as shown on the county actuarial table.

4. *Insurance period.* Insurance on any insured acreage shall attach at the time the beans are planted and shall cease upon threshing or removal from the field, whichever occurs first, but in no event shall insurance remain in effect later than November 15 of the calendar year in which the bean crop is normally harvested.

5. *Claims for loss.* (a) In lieu of subsection 11(c) of the policy, the following shall apply: Losses shall be determined separately for each insurance unit (hereafter called "unit"). The amount of loss with respect to any unit shall be determined by (1) multiplying the insured acreage of beans on the unit by the applicable pound guarantee per acre, which product shall be the pound guarantee for the unit, (2) subtracting therefrom the total production to be counted for the unit, (3) multiplying the remainder by the insured interest, and (4) multiplying this result by the applicable price per pound for computing indemnities: *Provided*, That if for the unit the insured fails to report all of his interest or insurable acreage the amount of loss shall be determined with respect to all of his interest and insurable acreage, but in such cases or otherwise, if the premium computed on the basis of the insurable acreage and interest exceeds the premium on the reported acreage and interest, or the acreage and interest when determined by the Corporation under section 2 of the policy, the amount of loss shall be reduced proportionately.

The total production to be counted for a unit shall be determined by the Corporation and, subject to the provisions hereinafter, shall include all threshed production and any appraisals made by the Corporation for unthreshed, or potential production, poor farming practices, uninsured causes of loss, or for acreage abandoned or put to another use without the consent of the Corporation: *Provided*, That on any acreage from which less than one hundred pounds per acre are threshed, the total production to be counted under the provision of this section shall be that amount in excess of one hundred pounds per acre, except that the production to be counted for any acreage of beans which is abandoned or put to another use without the consent of the Corporation shall be the pound guarantee provided on the county actuarial table.

(b) Notwithstanding the provisions of paragraph (a) of this section for determining production to be counted, the production to be counted of any threshed dry edible beans of the classes pea and medium white with a pick in excess of 4 percent and of any other classes which do not grade No. 2 or better (determined in accordance with the Official United States Standards for beans), shall be adjusted by multiplying the number of pounds of such damaged dry edible beans by the conversion factor shown on the county actuarial table for the applicable grade or pick: *Provided, however*, That the production to be counted of any such damaged beans which do not meet any U.S. Grade or pick shown on the county actuarial table because of poor quality due to insurable causes occurring within the insurance period and would not meet these requirements if properly handled, shall be adjusted by (a) dividing the value of the damaged beans per hundred-weight, as determined by the Corporation, by the market price per hundred-weight at the local market at the time the loss is adjusted for beans of the applicable class grading No. 2 (except that for the classes pea and medium white the market price per hundred-weight at the local market at the time the loss is adjusted for beans of these classes with a 4 percent pick shall be used), and (b) multiplying the result thus obtained by the number of pounds of such damaged beans.

6. *Meaning of terms.* For the purpose of insurance on dry beans the terms:

(a) "Insurance unit," notwithstanding section 21(g) of the policy, means respectively the insurable acreage of dry edible beans or bush varieties of garden seed beans in the county in which (1) one person at the time of planting has the entire interest in the crop, or (2) the same two or more persons at the time of planting have the entire interest in the crop: *Provided, however*, The Corporation and the insured may agree in writing before insurance attaches in any crop year to divide the insured's insurable acreage of dry edible beans or bush varieties of garden seed beans in the county which would otherwise constitute a single unit into two or more units, taking into consideration separate and distinct farm operations.

(b) "Pick" means the defects consisting of splits, damaged beans, contrasting classes and foreign material included in net weight beans, and where used shall be expressed in terms of percent of net weight beans.

7. *Cancellation and termination for indebtedness dates.* For each year of the contract the cancellation date shall be the December 31 and the termination date for indebtedness shall be the May 15 immediately preceding the beginning of the crop year for which the cancellation or the termination is to become effective.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

[SEAL] MORRIE S. HILL,
Acting Secretary,
Federal Crop Insurance Corporation.

Approved: September 19, 1962.

JOHN P. DUNCAN, Jr.,
Assistant Secretary.

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[Amdt. No. 42]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

POLICY

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1963 crop year in the following respects:

1. That portion of the third sentence, of subsection (c) preceding the colon, in section 11 of the Federal Crop Insurance Policy shown in § 401.11 of this chapter is amended effective beginning with the 1963 crop year to read as follows:

(c) * * * The amount of loss with respect to any insurance unit shall be determined by (1) multiplying the insured acreage of the insured crop on the insurance unit by the applicable guaranteed production per acre, which product shall be the guaranteed production for the insurance unit, (2) subtracting therefrom the total production to be counted for the insurance unit, (3) dividing the result thus obtained by the guaranteed production for the insurance unit, (4) multiplying the ratio thus obtained by the product of the insured acreage of the insured crop on the insurance unit and the applicable amount of insurance per acre, and (5) multiplying the result by the insured interest: *Provided*, That the Corporation may in lieu of steps (3), (4), and (5), elect to substitute the following steps in determining the amount of loss: (3) multiplying the remainder obtained in (2) by the insured interest, (4) dividing the applicable dollar amount of insurance per acre by the applicable guaranteed production per acre (any fractional amount will be rounded to the next higher whole cent), and (5) multiplying the amount obtained in (3) by the amount obtained in (4):

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

[SEAL] MORRIE S. HILL,
Acting Secretary,
Federal Crop Insurance Corporation.

Approved September 19, 1962.

JOHN P. DUNCAN, Jr.,
Assistant Secretary.

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[Amdt. No. 47]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

COMBINED CROP

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1963 crop year in the following respect:

The combined crop endorsement, published in § 401.19 of this chapter, is amended effective beginning with the 1963 crop year to read as follows:

§ 401.19 The combined crop endorsement.

The provisions of the combined crop endorsement for the 1963 and succeeding crop years are as follows:

1. *General.* As to each insured crop, the provisions for that crop contained in the individual endorsement for such crop on file in the county office shall apply except as provided otherwise herein. In addition, for the purpose of combined crop insurance, those parts of the policy which refer to individual crops shall be considered to mean all crops insured under this endorsement.

2. *Insured crops.* (a) In lieu of the first sentence of section 1 of the policy, the following shall apply: "The crops insured are all of the crops (to the extent of interest of the insured therein as hereinafter set out) for which commodity unit guarantees, prices per commodity unit at which indemnities shall be computed and which may be elected by the insured, and premium rates are shown on the county actuarial table for combined crop insurance, and which are grown on insured acreage".

(b) In counties in the states of North Dakota and South Dakota, insurance shall not attach or be considered to have attached to any acreage of rye for the first crop year of a combined crop insurance contract or for any subsequent crop year when the contract is cancelled or terminated for indebtedness for that crop year pursuant to the provisions of subsection 15(a) of the policy.

3. *Annual premium.* Section 3 of the individual crop endorsement for wheat shall not be applicable under combined crop insurance.

4. *Claims for loss.* In lieu of subsection 11(c) of the policy and those portions which precede the second colon, in subsections 5(a) of the individual crop endorsements for barley, flax, oats, rye, and soybeans, in subsection 5(c) of the individual crop endorsement for corn, and in subsection 6(a) of the individual crop endorsement for wheat, the following shall apply: Losses shall be determined separately for each insurance unit (hereafter called "unit"). The amount of loss with respect to any unit shall be determined in the following manner: (a) For each insured crop on the unit multiply the insured acreage by the product of the applicable commodity unit guarantee per acre, and the insured interest and the price per bushel elected by the insured, (b) for each insured crop on the unit multiply the product of the total production to be counted and the insured interest by the price per bushel elected by the insured, (c) add the dollar amounts obtained for each of the respective insured crops in (a) above, and (d) add the

dollar amounts obtained for each of the respective insured crops in (b) above, and subtract this sum from the sum obtained in (c) above. The provisions of subsection 5(a) of the individual crop endorsement for corn shall not be applicable under combined crop insurance.

5. *Bushel guarantee and price per bushel.* The provisions of section 9 of the individual crop endorsement for corn applying to insureds with contracts in force in 1962 who do not elect a price per bushel for computing indemnities shall not be applicable under combined crop insurance.

6. *Quality adjustment on basis of moisture election.* The provision in section 11 of the individual crop endorsement for corn providing an election whereby the production of corn may be adjusted on the basis of moisture content only shall not be applicable under combined crop insurance.

7. *Meaning of terms.* For purposes of combined crop insurance the term:

(a) "Insurance unit," notwithstanding any other provision of the policy or any endorsement thereto means all insurable acreage of all insured crops in the county in which (1) one person at the time of planting has the entire interest in the crops, or (2) the same two or more persons at the time of planting have the entire interest in the crops: *Provided, however,* The Corporation and the insured may agree in writing before insurance attaches in any crop year to divide the insured's insurable acreage of all insured crops in the county into two or more units, taking into consideration separate and distinct farm operations.

8. *Cancellation and termination for indebtedness dates.* For each crop year of the contract in any county, the cancellation date and the termination date for indebtedness for a contract shall be respectively the earliest applicable cancellation date and termination date for that county shown in the individual crop endorsements for any crop for which a commodity unit guarantee and premium rates are shown on the actuarial table for that county for combined crop insurance: *Provided, however,* That in counties in North Dakota and South Dakota, where rye is an insurable crop under combined crop insurance, the cancellation date and the termination date for indebtedness for rye shall be disregarded in determining the cancellation date and the termination date for indebtedness for combined crop insurance.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

[SEAL]

MORRIS S. HILL,
Acting Secretary,

Federal Crop Insurance Corporation.

Approved: September 19, 1962.

JOHN P. DUNCAN, JR.,
Assistant Secretary.

[F.R. Doc. 62-9515; Filed, Sept. 21, 1962;
8:54 a.m.]

[Amdt. No. 46]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

CORN

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning

with the 1963 crop year in the following respects:

1. Section 4 of the corn endorsement shown in § 401.20 of this chapter is amended effective beginning with the 1963 crop year to read as follows:

4. *Acreage to be harvested for silage, fodder or wet storage.* Notwithstanding section 8(a) of the policy, where the crop has been damaged and a loss on an insurance unit is probable the corn crop on any insured acreage may be harvested for silage, fodder or for the purpose of wet storage: *Provided,* That not less than 10 days prior to harvest the insured gives notice in writing to the Corporation at the county office of his intention to harvest in order that the Corporation may inspect the acreage and appraise the production of such corn before it is harvested. If such notice has been given and the Corporation has not made an inspection prior to harvest, the insured shall leave unharvested a number of rows of corn as determined by the Corporation to be an adequate representative sample for use of the Corporation in appraising the production from such acreage. Failure to furnish such notice and leave sample rows will have the consequences as provided in section 5 below, unless the Corporation waives the time requirement of such notice in writing and gives consent for the insured to harvest earlier and leave such sample rows of corn. The insured may harvest undamaged corn from insured acreage for silage, fodder or for the purpose of wet storage without the consent of, or without giving notice to, the Corporation.

2. Section 7 of the corn endorsement shown in § 401.20 of this chapter is amended effective beginning with the 1963 crop year by redesignating subsection (b) as subsection (c) and by adding a new subsection (b) to read as follows:

(b) "Insurance unit," notwithstanding section 21(g) of the policy, means the insurable acreage of corn in the county in which (1) one person at the time of planting has the entire interest in the crop, or (2) the same two or more persons at the time of planting have the entire interest in the crop: *Provided, however,* The Corporation and the insured may agree in writing before insurance attaches in any crop year to divide the insured's insurable acreage of corn in the county into two or more units, taking into consideration separate and distinct farm operations.

3. Section 9 of the corn endorsement shown in § 401.20 of this chapter is amended effective beginning with the 1963 crop year to read as follows:

9. *Bushel guarantee and price per bushel.* (a) The provisions of subsection 3(a) of the policy with respect to guaranteed production and amounts of insurance per acre shall for any crop year be applicable under this endorsement only in counties where amounts of insurance per acre are provided on the county actuarial table for that crop year, and only with respect to insureds in such counties with contracts in 1962, who have not made an election with respect to a price per bushel at which indemnities shall be computed. For each crop year of the contract the bushel guarantee, the price at which indemnities shall be computed, and where applicable the guaranteed production and amounts of insurance per acre shall be those established by the Corporation and shown on the county actuarial table.

(b) Those provisions of subsection 3(b) of the policy pertaining to electing an amount of insurance per acre shall apply only to insureds with a contract in force in 1962 who do not elect a price per bushel at which indemnities shall be com-

puted. Any insured with a contract in force in 1962 or subsequent years which provided a price per bushel at which indemnities would be computed will not be eligible to elect an amount of insurance per acre.

4. The corn endorsement shown in § 401.20 of this chapter is amended effective beginning with the 1963 crop year by adding a new section 10 to read as follows:

10. *Special provisions applicable with respect to contracts in force providing a price per bushel at which indemnities shall be computed.* (a) The provisions of this section apply to all insureds with a contract in force in 1962 providing a price per bushel at which indemnities shall be computed or who elect a price per bushel at which indemnities shall be computed beginning with the 1963 or subsequent crop years or any applicant who applies for insurance effective with the 1963 or subsequent years. For each crop year of the contract the bushel guarantee, and the price at which indemnities shall be computed shall be those established by the Corporation and shown on the county actuarial table.

(b) The bushel guarantee per acre shown on the county actuarial table shall be increased by three bushels for any harvested acreage on which the amount harvested is three or more bushels per acre.

At the time the application for insurance is made the applicant shall elect a price per bushel at which indemnities shall be computed from among those shown on the county actuarial table. Any insured with a contract in force prior to the 1963 crop year may elect the price per bushel to be in effect beginning with the 1963 crop year. If any applicant fails to make an election or if any applicant or insured elects a price per bushel not shown on the actuarial table the price per bushel which shall be in effect shall be the amount provided on the county actuarial table for such purposes.

As to any succeeding crop year any insured may change the price per bushel which was in effect for a prior crop year and make a new election by notifying the county office in writing of such election on or before the date for terminating contracts for indebtedness for the crop year for which the election is to become effective. If no such change is made, the price per bushel at which indemnities shall be computed shall be the price most recently in force under the contract but for any crop year shall not exceed the maximum price per bushel as shown on the county actuarial table.

5. Section 5 of the corn endorsement shown in § 401.20 of this chapter is amended effective beginning with the 1963 crop year by adding a subsection (c) thereto to read as follows:

(c) The provisions of this subsection apply to all insureds with a contract in force in 1962 providing a price per bushel at which indemnities shall be computed or who elect a price per bushel at which indemnities shall be computed beginning with the 1963 or subsequent crop years or any applicant who applies for insurance effective with the 1963 or subsequent crop years. In lieu of section 11(c) of the policy, and subsection (a) of this section, and subject to the provisions of section 6 of this endorsement where applicable in North Dakota, the following shall apply: Losses shall be determined separately for each insurance unit. The amount of loss with respect to any insurance unit shall be determined by (1) multiplying the insured acreage of corn on the insurance unit by the applicable bushel guarantee per acre, which product shall be the bushel guarantee for the insurance unit, (2) subtracting therefrom the total produc-

tion to be counted for the insurance unit, (3) multiplying the remainder by the insured interest, and (4) multiplying the result obtained in (3) by the applicable price per bushel for computing indemnities: *Provided*, That if for the insurance unit the insured fails to report all of his interest or insurable acreage the amount of loss shall be determined with respect to all of his interest and insurable acreage, but in such cases or otherwise, if the premium computed on the basis of the insurable acreage and interest exceeds the premium on the reported acreage and interest, or the acreage and interest when determined by the Corporation under section 2 of the policy, the amount of loss shall be reduced proportionately.

The total production to be counted for an insurance unit shall be determined by the Corporation and, subject to the provisions hereinafter, shall include all harvested production and any appraisals made by the Corporation for unharvested, or potential production, poor farming practices, uninsured causes of loss, or for acreage abandoned or put to another use without the consent of the Corporation: *Provided*, That the total production to be counted on any acreage of corn which, with the consent of the Corporation is planted in the current crop year, before harvest becomes general, to dry edible beans, flax, grain sorghum or soybeans, insurable under the regulations of the Corporation, shall be 50 percent of the bushel guarantee for such acreage or the appraised production whichever is greater: *Provided*, further, That the production to be counted for any acreage of corn which is harvested for silage or fodder, or for the purpose of wet storage, or which is abandoned or put to another use without the consent of the Corporation shall be the bushel guarantee provided for such acreage, except that where the insured has complied with the provisions of section 4 of this endorsement, the total production to be counted from any acreage of corn which is appraised by the Corporation at three or more bushels per acre and harvested for silage or fodder, or for the purpose of wet storage, shall be the total of such appraisal but not to exceed the bushel guarantee for that acreage: *Provided*, further, That for any unharvested acreage of corn or any harvested acreage on which the harvested production to be counted is less than three bushels per acre, the total production to be counted shall be the total amount of the harvested and appraised production in excess of three bushels per acre but shall not exceed the bushel guarantee for such acreage.

6. The corn endorsement shown in § 401.20 of this chapter is amended effective beginning with the 1963 crop year by adding a new section 11 to read as follows:

11. *Quality adjustment on basis of moisture election.* In any county where it is so provided on the county actuarial table any insured making an election of a price per bushel at which indemnities shall be computed, or any applicant, shall elect that the provisions of subsection (b) of section 5, of this endorsement shall apply or elect that the production of any corn to be counted shall, at the time any loss is adjusted under plan "B", as hereinafter identified, be adjusted on the basis of the moisture content only as provided on the county actuarial table for such county: *Provided*, however, That no moisture adjustment under plan "B" shall be made for corn harvested at any time for silage, fodder, or wet storage or on any appraisals of production of corn made prior to the time corn is normally harvested for grain in the county but such appraisals shall be made on the same basis as under plan "A". For the purpose of insurance on corn in such counties the quality provision contained in subsection (b) of section 5 of

this endorsement shall be known as plan "A" and the adjustment for moisture provided for in this section shall be known as plan "B". Premium rates, bushel guarantee, and the prices per bushel at which indemnities will be computed under both plans "A" and "B" will be shown on the county actuarial table. Plan "B" will be applicable only in counties where it is provided on the county actuarial table and only for insureds with a contract in force in 1962 which provided a price per bushel at which indemnities would be computed or who elect such a price per bushel beginning with the 1963 or subsequent crop years or any applicant in such counties who applies for insurance effective with the 1963 or subsequent crop years, who elect that the provisions of plan "B" shall apply. Any insured may change the plan which was in effect for a prior crop year and make a new election by notifying the county office in writing of such election or change on or before the date for terminating contracts for indebtedness for the crop year for which such change is to become effective. (Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

[SEAL] MORRIE S. HILL,
Acting Secretary,
Federal Crop Insurance Corporation.

Approved: September 19, 1962.

JOHN P. DUNCAN, JR.,
Assistant Secretary.

[F.R. Doc. 62-9514; Filed, Sept. 21, 1962;
8:54 a.m.]

[Amdt. No. 48]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

COTTON

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1963 crop year in the following respects:

1. Section 8 of the cotton endorsement shown in § 401.21 of this chapter is amended effective beginning with the 1963 crop year by redesignating subsections (c), (d), (e), (f), and (g) as subsections (d), (e), (f), (g), and (h), respectively, and by adding a new subsection (c) to read as follows:

(c) "Insurance unit," notwithstanding section 21(g) of the policy, means the insurable acreage of cotton in the county in which (1) one person at the time of planting has the entire interest in the crop, or (2) the same two or more persons at the time of planting have the entire interest in the crop: *Provided*, however, The Corporation and the insured may agree in writing before insurance attaches in any crop year to divide the insured's insurable acreage of cotton in the county into two or more units, taking into consideration separate and distinct farm operations.

2. The cotton endorsement shown in § 401.21 is amended effective beginning with the 1963 crop year by adding a new section 10 to read as follows:

10. *Irrigated acreage.* In any county where so provided on the county actuarial table, the following provisions shall apply

in lieu of subsection 22(a) of the policy in any case where no damage to the cotton crop on insured acreage occurs due to drought or failure to apply irrigation water: "The acreage of an insured crop which shall be insured on an irrigated basis in any year shall not exceed that acreage which normally could be irrigated adequately with the facilities available, taking into consideration the amount of water available after providing the water required to irrigate the acreage of all irrigated crops on the farm."

(Secs. 506, 516, 52 Stat. 73, as amended, 77 as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

[SEAL] MORRIE S. HILL,
Acting Secretary,
Federal Crop Insurance Corporation.

Approved: September 19, 1962.

JOHN P. DUNCAN, JR.,
Assistant Secretary.

[F.R. Doc. 62-9516; Filed, Sept. 21, 1962;
8:54 a.m.]

[Amdt. No. 43]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

GRAIN SORGHUM ENDORSEMENT

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1963 crop year in the following respects:

§ 401.35 [Deletion]

1. Section 401.35 of this chapter is deleted effective beginning with the 1963 crop year and shall be replaced by § 401.23 as amended in item 2 below.

2. The grain sorghum endorsement, published in § 401.23 of this chapter, is amended effective beginning with the 1963 crop year to read as follows:

§ 401.23 The grain sorghum endorsement.

The provisions of the grain sorghum endorsement which shall apply to all continuous grain sorghum insurance contracts for the 1963 and succeeding crop years are as follows:

1. *Causes of loss insured against.* The insurance provided is against unavoidable loss of production due to wildlife, insect infestation, plant disease, earthquake, drought, flood, hail, wind, frost, freeze, lightning, fire, excessive rain, snow, hurricane, tornado, and any other unavoidable cause of loss due to adverse weather conditions, subject however, to any exceptions, exclusions or limitations with respect to such causes of loss that are set forth in the county actuarial table.

2. *Insured crop.* The crop insured under this endorsement shall be only combine type hybrid grain sorghum planted for harvest as grain as determined by the Corporation. Insurance shall not attach: (a) On any acreage on which it is determined by the Corporation that the sorghum is a forage sorghum or thick planted for silage or fodder purposes or planted for the development of hybrid seed, or (b) on any acreage not insured on an irrigated basis on which it is determined by the Corporation that the sorghum was planted (1) following a small

grain crop planted the previous fall or was planted (2) in rows too close for cultivation.

3. *Hundredweight guarantee, and price per hundredweight.* (a) The provisions of section 3 of the policy with respect to guaranteed production and amounts of insurance per acre shall not be applicable under this endorsement. For each crop year of the contract the hundredweight (hereinafter referred to as cwt.) guarantee, and the price at which indemnities shall be computed shall be those established by the Corporation and shown on the county actuarial table.

(b) The cwt. guarantee per acre shown on the county actuarial table shall be increased by two cwt. for any acreage on which the amount threshed is two cwt. or more per acre.

At the time the application for insurance is made the applicant shall elect a price per cwt. at which indemnities shall be computed from among those shown on the county actuarial table. Any insured with a contract in force prior to the 1963 crop year may elect the price per cwt. to be in effect beginning with the 1963 crop year. If any applicant or insured fails to make an election or elects a price per cwt. not shown on the actuarial table the price per cwt. which shall be in effect shall be the amount provided on the county actuarial table for such purposes.

As to any succeeding crop year any insured may change the price per cwt. which was in effect for a prior crop year and make a new election by notifying the county office in writing of such election on or before the date for terminating contracts for indebtedness for the crop year for which the election is to become effective. If no such change is made, the price per cwt. at which indemnities shall be computed shall be the price most recently in force under the contract but for any crop year shall not exceed the maximum price per cwt. as shown on the county actuarial table.

4. *Insurance period.* Insurance on any insured acreage shall attach at the time the grain sorghum is planted and shall cease upon threshing or removal from the field, whichever occurs first, but in no event shall insurance remain in effect later than December 31 of the calendar year in which the grain sorghum is normally harvested.

5. *Claims for loss.* (a) In lieu of subsection 11(c) of the policy, the following shall apply: Losses shall be determined separately for each insurance unit (hereafter called "unit"). The amount of loss with respect to any unit shall be determined by (1) multiplying the insured acreage of grain sorghum on the unit by the applicable cwt. guarantee per acre, which product shall be the cwt. guarantee for the unit, (2) subtracting therefrom the total production to be counted for the unit, (3) multiplying the remainder by the insured interest, and (4) multiplying this result by the applicable price per cwt. for computing indemnities: *Provided*, That if for the unit the insured fails to report all of his interest or insurable acreage the amount of loss shall be determined with respect to all of his interest and insurable acreage, but in such cases or otherwise, if the premium computed on the basis of the insurable acreage and interest exceeds the premium on the reported acreage and interest, or the acreage and interest when determined by the Corporation under section 2 of the policy, the amount of loss shall be reduced proportionately.

The total production to be counted for a unit shall be determined by the Corporation and, subject to the provisions hereinafter, shall include all threshed production and any appraisals made by the Corporation for unthreshed, or potential production, poor farming practices, uninsured causes of loss, or for acreage abandoned or put to another use without the consent of the Corporation: *Provided*, That on any acreage from which

less than two cwt. per acre are threshed, the total production to be counted under the provisions of this section shall be that amount in excess of two cwt. per acre, except that the production to be counted for any acreage of grain sorghum which is abandoned or put to another use without the consent of the Corporation shall be the cwt. guarantee provided on the county actuarial table.

(b) The total production to be counted shall include any threshed production from acreage initially planted for purposes other than for harvest as grain as determined by the Corporation.

(c) Notwithstanding any provisions of this section for determining production to be counted, the production to be counted of any threshed grain sorghum which does not grade No. 4 or better (determined in accordance with Official Grain Standards of the United States) because of poor quality due to insurable causes occurring within the insurance period and would not be meeting requirements, shall be adjusted by (1) dividing the value per cwt. of the damaged grain sorghum, as determined by the Corporation, by the market price per cwt. at the local market for grain sorghum grading No. 4 at the time the loss is adjusted and (2) multiplying the result thus obtained by the number of cwt. of such damaged grain sorghum.

6. *Meaning of terms.* For the purpose of insurance on grain sorghum the term:

(a) "Insurance unit," notwithstanding section 21(g) of the policy, means the insurable acreage of grain sorghum in the county in which (1) one person at the time of planting has the entire interest in the crop, or (2) the same two or more persons at the time of planting have the entire interest in the crop: *Provided, however*, The Corporation and the insured may agree in writing before insurance attaches in any crop year to divide the insured's insurable acreage of grain sorghum in the county into two or more units, taking into consideration separate and distinct farm operations.

7. *Cancellation and termination for indebtedness dates.* For each year of the contract the cancellation date shall be the December 31 and the termination date for indebtedness shall be the April 30 immediately preceding the beginning of the crop year for which the cancellation or the termination is to become effective.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

MORRIS S. HILL,
Acting Secretary,
Federal Crop Insurance Corporation.

Approved: September 19, 1962.

JOHN P. DUNCAN, Jr.,
Assistant Secretary.
[F.R. Doc. 62-9511; Filed, Sept. 21, 1962;
8:53 a.m.]

[Amdt. No. 44]

PART 401—FEDERAL CROP INSURANCE

Subpart—Regulations for the 1961 and Succeeding Crop Years

DRY PEAS

Pursuant to the authority contained in the Federal Crop Insurance Act, as amended, the above-identified regulations are amended effective beginning with the 1963 crop year for dry peas in the following respects:

The dry pea endorsement, published in § 401.39 of this chapter, is amended effective beginning with the 1963 crop year to read as follows:

§ 401.39 The dry pea endorsement.

The provisions of the dry pea endorsement for the 1963 and succeeding crop years are as follows:

1. *Causes of loss insured against.* The insurance provided is against unavoidable loss of production due to wildlife, insect infestation, plant disease, earthquake, drought, flood, hail, wind, frost, freeze, heat, lightning, fire, excessive rain, snow, hurricane, tornado, and any other unavoidable cause of loss due to adverse weather conditions, subject however, to any exceptions, exclusions or limitations with respect to such causes of loss that are set forth in the county actuarial table.

2. *Insured crop.* The insured crop shall be those spring planted varieties of dry peas (including lentils) shown as insurable on the county actuarial table seeded for harvest as dry peas.

3. *Production guarantee, and price per pound.* (a) The provisions of section 3 of the policy with respect to guaranteed production and amounts of insurance per acre shall not be applicable under this endorsement. For each crop year of the contract, the production guarantee and the price at which indemnities shall be computed shall be those established by the Corporation and shown on the county actuarial table.

(b) The production guarantee per acre shown on the county actuarial table shall be increased by 100 pounds for any acreage on which the amount threshed is 100 pounds or more per acre.

At the time the application for insurance is made, the applicant shall elect a price at which indemnities shall be computed from among those shown on the county actuarial table. If any applicant fails to make an election or elects a price not shown on the actuarial table, the price which shall be in effect shall be the amount provided on the county actuarial table for such purposes. As to any succeeding crop year any insured may change the price which was in effect for a prior crop year and make a new election by notifying the county office in writing of such election on or before the date for terminating contracts for indebtedness for the crop year for which the election is to become effective. If no such change is made, the price at which indemnities shall be computed shall be the price most recently in force under the contract but, for any crop year, shall not exceed the maximum price as shown on the county actuarial table.

4. *Insurance period.* Insurance on any insured acreage shall attach at the time the insured crop is planted and shall cease upon threshing or removal from the field, whichever occurs first, but in no event shall insurance remain in effect later than September 15 of the calendar year in which the insured crop is normally harvested.

5. *Claims for loss.* (a) In lieu of subsection 11(c) of the policy, the following shall apply: Losses shall be determined separately for each insurance unit (hereafter called "unit"). The amount of loss with respect to any unit shall be determined by (1) multiplying the insured acreage on the unit by the applicable production guarantee per acre, which product shall be the production guarantee for the unit, (2) subtracting therefrom the total production to be counted for the unit, (3) multiplying the remainder by the insured interest, and (4) multiplying this result by the applicable price for computing indemnities: *Provided*, That if for the insurance unit the insured fails to report all of his interest or insurable acreage, the amount of loss shall be determined with respect to all of his interest and insurable

RULES AND REGULATIONS

acreage, but in such cases or otherwise, if the premium computed on the basis of the insurable acreage and interest exceeds the premium on the reported acreage and interest, or the acreage and interest when determined by the Corporation under section 2 of the policy, the amount of loss shall be reduced proportionately.

The total production to be counted for a unit shall be determined by the Corporation and, subject to the provisions hereinafter, shall include all threshed production and any appraisals made by the Corporation for unthreshed, or potential production, poor farming practices, uninsured causes of loss, or for acreage abandoned or put to another use without the consent of the Corporation: *Provided*, That on any acreage from which less than 100 pounds per acre are threshed, the total production to be counted under the provision of this section shall be that amount in excess of 100 pounds per acre, except that the production to be counted for any acreage which is abandoned or put to another use without the consent of the Corporation shall be the production guarantee provided on the county actuarial table.

(b) Notwithstanding the provisions of paragraph (a) of this section for determining production to be counted, the production to be counted of any threshed peas which do not grade No. 3 or better, or any threshed lentils which do not grade No. 2 or better (determined in accordance with United States Standards for dry peas and lentils) because of poor quality due to insurable causes occurring within the insurance period and would not meet these requirements if properly handled, shall be adjusted by (1) dividing the value per hundredweight of the damaged commodity as determined by the Corporation, by the market price per hundredweight at the local market at the time the loss is adjusted for the same variety of peas grading No. 3; lentils grading No. 2; and (2) multiplying the result thus obtained by the number of pounds of such damaged commodity.

6. *Meaning of terms.* For the purpose of insurance on dry peas the term:

(a) "Insurance unit," notwithstanding section 21(g) of the policy, means respectively the insurable acreage of dry peas of the smooth green and yellow varieties, wrinkled varieties, or lentils in the county in which (1) one person at the time of planting has the entire interest in the crop, or (2) the same two or more persons at the time of planting have the entire interest in the crop: *Provided, however*, The Corporation and the insured may agree in writing before insurance attaches in any crop year to divide the insured's insurable acreage of the insurable crop in the county which would otherwise constitute a single unit into two or more units, taking into consideration separate and distinct farm operations.

7. *Cancellation and termination for indebtedness dates.* For each year of the contract the cancellation date shall be the December 31 and the termination date for indebtedness shall be the March 31 immediately preceding the beginning of the crop year for which the cancellation or the termination is to become effective.

(Secs. 506, 516, 52 Stat. 73, as amended, 77, as amended; 7 U.S.C. 1506, 1516)

Adopted by the Board of Directors on September 12, 1962.

[SEAL] MORRIS S. HILL,
Acting Secretary,
Federal Crop Insurance Corporation.

Approved: September 19, 1962.

JOHN P. DUNCAN, Jr.,
Assistant Secretary.

[F.R. Doc. 62-9512; Filed, Sept. 21, 1962;
8:53 a.m.]

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 728—WHEAT

Subpart—1963-64 Marketing Year

PROCLAMATION OF THE RESULTS OF MARKETING QUOTA REFERENDUM

Section 728.1309 is issued to announce the results of the wheat marketing quota referendum for the marketing year, July 1, 1963, through June 30, 1964, under the provisions of the Agricultural Adjustment Act of 1938, as amended. The Secretary proclaimed a national marketing quota for wheat for the 1963-64 marketing year (27 F.R. 6314). The Secretary announced (27 F.R. 8079) that a referendum would be held on August 30, 1962, to determine whether wheat producers were in favor of or opposed to marketing quotas for the marketing year, July 1, 1963, through June 30, 1964. Since the only purpose of this proclamation is to announce results of the refer-

endum, it is found and determined that with respect to this proclamation application of the notice and procedure provisions of the Administrative Procedure Act is unnecessary.

§ 728.1309 Proclamation of the results of the wheat marketing quota referendum for the marketing year 1963-64.

In a referendum of farmers held on August 30, 1962, pursuant to section 336 of the Agricultural Adjustment Act of 1938, as amended by the Agricultural Act of 1961, 247,508 eligible farmers voted. Of those voting 169,348 or 68.4 percent favored quotas for the marketing year beginning July 1, 1963. Therefore, wheat marketing quotas will remain in effect for the 1963-64 marketing year.

(Secs. 336, 375, 52 Stat. 55, 66, as amended, 76 Stat. 170; 7 U.S.C. 1336, 1375)

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 18, 1962.

ORVILLE L. FREEMAN,
Secretary.

TABULATION OF WHEAT MARKETING QUOTA BALLOTS—1963 CROP YEAR

State	1961 total wheat farms	Eligible voters	Votes for	Votes against	Total votes	Percent for	Challenged ballots disallowed
Alabama.....	7,564	745	180	56	236	76.3	0
Arizona.....	1,537	707	59	50	109	54.1	4
Arkansas.....	15,532	897	257	12	269	95.5	4
California.....	5,966	3,400	335	248	583	57.5	11
Colorado.....	21,751	25,399	4,554	2,713	7,267	62.7	73
Delaware.....	1,900	882	119	22	141	84.4	5
Georgia.....	22,078	1,526	910	29	939	96.9	2
Idaho.....	29,146	26,895	3,213	1,923	5,136	62.6	86
Illinois.....	137,677	49,914	5,370	3,537	8,907	60.3	102
Indiana.....	122,682	34,392	3,531	2,158	5,689	62.1	99
Iowa.....	14,235	3,461	514	70	584	88.0	16
Kansas.....	143,696	168,533	26,974	14,298	41,272	65.4	630
Kentucky.....	28,980	4,762	1,423	43	1,466	97.1	4
Maryland.....	14,871	4,518	416	156	572	72.7	13
Michigan.....	115,514	25,327	3,072	2,661	5,733	53.6	147
Minnesota.....	59,971	17,604	5,977	1,068	7,045	84.8	157
Mississippi.....	3,125	740	363	13	376	96.5	0
Missouri.....	145,033	33,196	5,808	1,256	7,064	82.2	103
Montana.....	24,450	40,493	10,676	6,913	17,589	60.7	471
Nebraska.....	78,858	77,264	11,222	4,001	15,223	73.7	144
New Jersey.....	4,826	878	115	15	130	88.5	2
New Mexico.....	5,124	3,111	480	208	688	69.8	2
New York.....	36,938	6,856	837	554	1,391	60.2	15
North Carolina.....	81,304	3,418	1,978	61	2,039	97.0	6
North Dakota.....	73,660	113,557	37,214	16,371	53,585	69.4	557
Ohio.....	151,309	46,091	3,121	2,665	5,786	53.9	87
Oklahoma.....	82,732	60,026	9,720	6,110	15,839	61.4	67
Oregon.....	17,055	9,356	1,417	375	1,792	79.1	12
Pennsylvania.....	86,342	10,277	420	376	796	39.8	48
South Carolina.....	36,911	1,678	1,281	36	1,317	97.3	1
South Dakota.....	43,845	47,052	11,691	2,256	13,947	83.8	73
Tennessee.....	36,004	2,984	959	55	1,014	94.6	3
Texas.....	65,963	42,454	8,727	3,642	12,369	70.6	85
Utah.....	12,210	3,265	492	262	754	65.3	21
Virginia.....	48,713	3,658	1,121	261	1,382	81.1	4
Washington.....	17,371	33,505	3,955	2,927	6,882	57.5	47
West Virginia.....	6,847	507	41	31	72	56.9	0
Wisconsin.....	13,749	463	178	27	205	86.8	1
Wyoming.....	3,751	2,905	619	442	1,061	58.3	11
United States.....	1,818,720	912,696	169,348	78,160	247,508	68.4	3,113

Agriculture—Washington, D.C., Sept. 12, 1962.

[F.R. Doc. 62-9505; Filed, Sept. 21, 1962; 8:52 a.m.]

[Amdt. 13]

PART 730—RICE

Subpart—Regulations for the Determination of Rice Acreage Allotments for the 1959 and Subsequent Crops of Rice

The amendment herein is issued under and in accordance with the provisions

of the Agricultural Adjustment Act of 1938, as amended.

This amendment authorizes the State Executive Director or the Program Specialist (Production Adjustment) to exercise certain duties now vested in the State Committee by the provisions of § 730.1021(e).

Farmers in producer States are now in the process of harvesting their 1962

crop of rice and this amendment is needed immediately in connection with the orderly marketing of the crop in such States, accordingly, it is hereby determined that with respect to this amendment, compliance with the notice, procedure, and effective date provisions of the Administrative Procedure Act (5 U.S.C. 1003) is impracticable and contrary to the public interest and this amendment shall become effective upon filing with the Director, Office of the Federal Register.

Section 730.1021(e) is amended by adding a new sentence at the end thereof to read as follows: "Whenever under the provisions of this paragraph and the provisions of § 730.1014 relating to the recall of producer allocations or the revision or revocation of farm acreage allotments the State committee is authorized to act, the State Executive Director or the Program Specialist (Production Adjustment) may act in its stead."

(Sec. 353, 375, 52 Stat. 61, as amended, 66, as amended; 7 U.S.C. 1353, 1375)

Effective date: Upon filing with the Director, Office of the Federal Register.

Signed at Washington, D.C. on September 19, 1962.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 62-9507; Filed, Sept. 21, 1962; 8:53 a.m.]

[Admt. 12]

PART 730—RICE

Subpart—Regulations for the Determination of Rice Acreage Allotments for the 1959 and Subsequent Crops of Rice

MISCELLANEOUS AMENDMENTS

The amendments herein are issued under and in accordance with the provisions of the Agricultural Adjustment Act of 1938, as amended.

The first amendment provides for a preliminary determination with respect to individual producers and farms, in advance of the hearing provided for in § 730.1021(e) of this subpart, in order to expedite the issuance of marketing cards and certificates in certain instances for the 1962 program year.

The second, third, and fourth amendments are for the purposes of (1) making it clear that a producer who withdraws from the production of rice under § 730.1025(b) (3) of the regulations in this subpart may become a rice producer and re-enter the production of rice under paragraph (b) (1) or (2) of such section, (2) redefining those persons who may be considered a member or members of the transferee's family under paragraph (b) (2) of § 730.1025 of the regulations in this subpart, and (3) correcting an error in the language of paragraph (b) (3) of § 730.1025 by changing the word "eligible" to "irrigation."

Since farmers in producer States are now in the process of harvesting their 1962 crop of rice and these amendments are needed immediately in connection

with the orderly marketing of the crop in such States, it is hereby found that with respect to these amendments compliance with the notice, procedure, and effective date provisions of the Administrative Procedure Act (5 U.S.C. 1003) is impracticable and contrary to the public interest and these amendments shall become effective upon filing with the Director, Office of the Federal Register.

1. Section 730.1021 is amended by adding a new paragraph (g) to read as follows:

(g) Notwithstanding the provisions of the paragraph (e) of this section, a member of the county committee or any other county or State office representative authorized to do so by the State Executive Director may interview a producer(s) in advance of the hearing provided for in paragraph (e) of this section. The interview shall be for the purpose of making a preliminary determination as to whether or not such person was engaged in the production of rice in the 1962 crop year as defined in § 730.1011(g) (2). The preliminary determination will be based upon a personal interview of the producer(s) and his filing a certified statement as to his actual contribution (other than allotment) to the production, harvesting and marketing of the specific acreage produced on his allotment and his exact share of the production from such allocated allotment acreage on the farm. If the preliminary determination is that the producer is or was engaged in the production of rice in the 1962 crop year, and such determination is approved by a representative of the State committee, marketing cards or marketing certificates, as applicable, may be issued to the producers on the farm in accordance with the rice marketing quota regulations in this part. If the preliminary determination is that the producer was not or is not engaged in the production of rice in the 1962 crop year and such determination is approved by a representative of the State committee, the producer's allotment acreage previously allocated to the farm shall be recalled and the farm rice acreage allotment adjusted accordingly. A determination for 1962 under this paragraph will not preclude a regularly scheduled hearing in accordance with the provisions of paragraph (e) of this section with respect to the 1962 or prior crop year.

2. The second sentence of § 730.1025 (b) (2) is amended to read as follows: "For the purpose of this subparagraph (2) of this paragraph, a member of the transferee's family shall be limited to the transferee's spouse, father, mother, brother, sister, son, daughter, brother-in-law, son-in-law, grandson, granddaughter, nephew or niece."

3. The word "eligible" in the proviso in the first sentence of § 730.1025 (b) (3) is changed to the word "irrigation."

4. Section 730.1025 is amended by adding a new paragraph (c) to read as follows:

(c) Notwithstanding any other provision of this section a producer who has withdrawn from the production of rice

as provided in paragraph (b) (3) of this section may become a rice producer and re-enter the production of rice as provided in paragraph (b) (1) or (2) of this section.

(Secs. 353, 375, 52 Stat. 61, as amended, 66, as amended; 7 U.S.C. 1353, 1375)

Effective date: Upon filing with the Director, Office of the Federal Register.

Signed at Washington, D.C., on September 19, 1962.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 62-9506; Filed, Sept. 21, 1962; 8:52 a.m.]

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 815, Amdt. 3]

PART 815—ALLOTMENT OF THE DIRECT-CONSUMPTION PORTION OF MAINLAND SUGAR QUOTA FOR PUERTO RICO

Calendar Year 1962

Basis and purpose. This amendment is issued under section 205(a) of the Sugar Act of 1948, as amended (hereinafter called the "Act") for the purpose of amending Sugar Regulation 815.2 (27 F.R. 8099), which established allotments of the direct-consumption portion of the 1962 mainland quota for Puerto Rico.

This amendment of S.R. 815.2 is necessary to give effect to Amendment 8 of Sugar Regulation 811 (27 F.R. 8821) which established the direct-consumption portion of the 1962 mainland quota for Puerto Rico of 148,500 short tons, raw value, a quantity 3,000 tons greater than the 145,500 short tons, raw value, previously allotted and to allot the larger quantity in accordance with findings heretofore made.

Findings heretofore made by the Secretary in the course of this proceeding (27 F.R. 8099) provide that this order shall be revised without further notice or hearing for the purposes indicated above and such findings set forth the procedure for the revision of allotments.

Accordingly, allotments are herein established on the basis of and consistent with such findings.

Effective date. It is hereby determined and found that compliance with the 30-day effective date requirement of the Administrative Procedure Act (60 Stat. 237) is impracticable and contrary to the public interest and, consequently, the amendment made herein shall become effective upon publication in the FEDERAL REGISTER.

Order. Pursuant to the authority vested in the Secretary of Agriculture by section 205(a) of the Act, and in accordance with the findings and conclusions heretofore made, it is hereby ordered that paragraph (a) of § 815.2 be amended to read as follows:

§ 815.2 Allotment of the direct-consumption portion of mainland sugar quota for Puerto Rico for the calendar year 1962.

(a) *Allotments.* The direct-consumption portion of the 1962 sugar quota for Puerto Rico amounting to 148,500 short tons, raw value, is hereby allotted as follows:

[Short tons, raw value]

Allottee:	Direct-consumption allotment
Central Aguirre Sugar Co., a trust	5,774
Central Roig Refining Co.	21,079
Central San Francisco	1,551
Puerto Rican American Sugar Rfy., Inc.	96,070
Western Sugar Refining Co.	23,976
Liquid sugar reserve for persons other than named above	50
Total	148,500

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153. Interpretations or applies secs. 205, 209; 61 Stat. 926, 928; 7 U.S.C. 1115, 1119; Public Law 87-535)

Done at Washington, D.C., on this 19th day of September 1962.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.
[F.R. Doc. 62-9508; Filed, Sept. 21, 1962; 8:53 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture
[Valencia Orange Reg. 31]

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA
Limitation of Handling

§ 908.331 Valencia Orange Regulation 31.

(a) *Findings.* (1) Pursuant to the marketing agreement and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said marketing agreement and order, as amended, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the

act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on September 20, 1962.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., September 23, 1962, and ending at 12:01 a.m., P.s.t., September 30, 1962, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
 - (ii) District 2: 550,000 cartons;
 - (iii) District 3: Unlimited movement.
- (2) As used in this section, "handler," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in said marketing agreement and order, as amended.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 21, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62-9588; Filed, Sept. 21, 1962; 11:32 a.m.]

[Lemon Reg. 40]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.340 Lemon Regulation 40.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended mar-

keting agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on September 18, 1962.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., September 23, 1962, and ending at 12:01 a.m., P.s.t., September 30, 1962, are hereby fixed as follows:

- (i) District 1: Unlimited movement;
 - (ii) District 2: 325,500 cartons;
 - (iii) District 3: Unlimited movement.
- (2) As used in this section, "handler," "District 1," "District 2," "District 3," and "carton" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 20, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62-9539; Filed, Sept. 21, 1962; 8:54 a.m.]

**PART 919—PEACHES GROWN IN
MESA COUNTY, COLO.****Determination Relative to Expenses
and Fixing of Rate of Assessment
for 1962-63 Fiscal Year**

Pursuant to the amended marketing agreement and Order No. 919, as amended (7 CFR Part 919), regulating the handling of peaches grown in the County of Mesa in the State of Colorado, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the proposals submitted by the Administrative Committee (established pursuant to said amended marketing agreement and order, as amended), it is hereby found and determined that:

§ 919.201 Expenses and rate of assessment for the 1962-63 fiscal year.

(a) *Expenses.* Expenses that are reasonable and likely to be incurred by the Administrative Committee, established pursuant to the provisions of the aforesaid amended marketing agreement and order, for the maintenance and functioning of such committee, in accordance with the provisions thereof, during the fiscal year beginning March 1, 1962, and ending February 28, 1963, will amount to \$15,300.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles peaches shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said amended marketing agreement and order, is hereby fixed at seventeen mills (\$0.017) per bushel basket of peaches, or its equivalent of peaches in other containers or in bulk, shipped by such handler during said fiscal year.

It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective time hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that (1) shipments of the current crop of peaches from Mesa County, Colorado, began during August 1962; (2) the relevant provisions of said amended marketing agreement and this part require that the rate of assessment fixed for a particular fiscal year shall be applicable to all assessable peaches from the beginning of such year; and (3) the current fiscal year began March 1, 1962, and the rate of assessment herein fixed will automatically apply to all assessable peaches beginning with such date.

Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 18, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 62-9483; Filed, Sept. 21, 1962; 8:48 a.m.]

**Title 14—AERONAUTICS AND
SPACE****Chapter I—Federal Aviation Agency**

[Reg. Docket No. 1307]

**PART 159—NATIONAL CAPITAL
AIRPORTS [NEW]****PART 570—WASHINGTON
NATIONAL AIRPORT****PART 571—DULLES INTERNATIONAL
AIRPORT**

This amendment adds Part 159—National Capital Airports [New] to Chapter I of Title 14 of the Code of Federal Regulations. The amendment is a part of the program of the Federal Aviation Agency to recodify its regulatory material into a new series of regulations called the "Federal Aviation Regulations" to replace the present "Civil Air Regulations" and "Regulations of the Administrator".

During the life of the recodification project, Chapter I of Title 14 may contain more than one part bearing the same number. To differentiate between the two, the recodified parts, such as this one, will be labeled "[New]". The label will of course be dropped at the completion of the project as all of the regulations will be new.

The purpose of the new part is to revise present Part 570—Washington National Airport, in order to bring its coverage up to date and to eliminate obsolete and redundant rules contained therein. In addition, to provide uniformity of rules for all airports under the Bureau of National Capital Airports of this Agency, the part will also apply to Dulles International Airport.

Part 159 [New] was published as a notice of proposed rule making in the FEDERAL REGISTER on July 25, 1962 (27 F.R. 7035).

As a result of comments received, several minor changes of a technical or clarifying nature have been made and the following changes of a relaxatory nature have been made.

Section 159.57, as proposed, and as presently stated in § 570.51, would have prevented any person, unless he had the approval of the Airport Manager, from bringing an aircraft to the Airport for an aerial demonstration elsewhere. We do

not believe that the rule needs to be this stringent and the section has been modified to apply this restriction only to the bringing of aircraft to the Airport for aerial demonstrations within the Airport control zone. In addition, the substance of the proviso of present § 570.51, authorizing courtesy flights demonstrating new equipment by air carriers, has been added to the section.

Various persons commented that proposed § 159.61, relating to the lowering of flaps by all aircraft taxiing in or out of a gate position, was too restrictive. In view of those comments, the section has been revised to apply only to large propeller-driven aircraft, and only to taxiing out of a gate position.

Proposed § 159.99 would have prevented, except with the written permission of the Airport Manager, the bringing of any animal (except a dog to be transported by air) into the terminal building or a gate loading area. After further consideration, the exception has been broadened to include any small domestic animal.

Proposed § 159.141 would have authorized the Airport Manager, in his discretion, to provide runway foaming services upon the request of an aircraft operator, with the expense to be borne by the operator. As a result of comments received the section has been narrowed in scope so as to provide only that any operator for whom foaming services are provided, upon his request, shall pay the expenses arising therefrom.

Of the comments received on the proposal, several suggested changes in style, format, or technical wording. These comments have been carefully considered and, where consistent with the style, format, and terminology of the recodification project, were adopted.

The definitions, abbreviations, and rules of construction contained in Part 1 [New] of the Federal Aviation Regulations apply to the new Part 159.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented. The Agency appreciates the cooperative spirit in which the public's comments were submitted.

Since FAA management and public property are involved, compliance with the effective date provisions of section 4 of the Administrative Procedure Act is not required.

In consideration of the foregoing, effective October 1, 1962, Chapter III of Title 14 of the Code of Federal Regulations is amended by deleting Parts 570 and 571, and Chapter I of Title 14 is amended by adding Part 159 [New] reading as hereinafter set forth.

This amendment is made under the authority of section 1602 of Title 2, District of Columbia Code, section 2 of the Act of June 29, 1940, as amended, 54 Stat. 658, and sections 4 and 8 of the

Act of September 7, 1950, as amended, 64 Stat. 770.

Issued in Washington, D.C., on September 19, 1962.

N. E. HALABY,
Administrator.

PART 159—NATIONAL CAPITAL AIRPORTS [NEW]

Subpart A—General

- Sec.
159.1 Applicability.
159.3 Motor vehicles carrying passengers for hire.
159.5 Lost articles.

Subpart B—Motor Vehicle Rules

- 159.11 General.
159.13 Special operating rules.
159.15 Operator's license.
159.17 Speed.
159.19 Passenger's occupancy.
159.21 Emergency vehicles: right-of-way.
159.23 Parking.
159.25 Accident reports.
159.27 Repair of motor vehicles.
159.29 Busses.
159.31 Moving of motor vehicles.
159.33 License tags.

Subpart C—Aircraft Rules

- 159.41 Confinement of aircraft operations.
159.43 Parking of aircraft.
159.45 Payment for services.
159.47 Disabled aircraft.
159.49 Accident reports.
159.51 Refusal of clearance.
159.53 Private pilot certificate.
159.55 Registration of aircraft.
159.57 Demonstrations.
159.59 Aircraft equipment and operation rules.
159.61 Taxiing rules.
159.63 Use of gate positions.

Subpart D—Rules of Conduct

- 159.71 Applicable laws.
159.73 Sanitation.
159.75 Preservation of property.
159.77 Airport and equipment.
159.79 Dangerous objects.
159.81 Coin-operated machines.
159.83 False report.
159.85 Interfering or tampering with aircraft.
159.87 Repairing of aircraft.
159.89 Restricted areas.
159.91 Business or commercial activity.
159.93 Advertising.
159.95 Commercial photography.
159.97 Use of roads and walks.
159.99 Animals.
159.101 Loitering.
159.103 Drugs.
159.105 Games.
159.107 Use of Airport and airspace.
159.109 Impersonation.
159.111 Forgery and counterfeiting.

Subpart E—Fire Hazards and Fueling Operations

- 159.121 Cleaning fluids.
159.123 Open-flame operations.
159.125 Smoking.
159.127 Storage.
159.129 Apron surface areas and floor surfaces.
159.131 Doping.
159.133 Fueling operations.
159.135 Radio operation.
159.137 Operating motor vehicles in hangar.
159.139 Grounding of aircraft in hangars.
159.141 Runway foaming services.

Subpart F—Obligations of Tenants

- 159.151 Use of premises.
159.153 Trash containers.
159.155 Bulletin boards.
159.157 Storage of equipment.

- Sec.
159.159 Fire apparatus.
159.161 Discrimination or segregation.

Subpart G—Enforcement

- 159.171 Penalties.

Authority: §§ 159.1 to 159.171 issued under sec. 1602, Title 2, District of Columbia Code; sec. 2, Act of June 29, 1940, as amended; 54 Stat. 658; secs. 4 and 8 of Act of Sept. 7, 1950, as amended; 64 Stat. 770.

Subpart A—General

§ 159.1 Applicability.

(a) This part prescribes the rules governing the use and occupancy of the following airports (in this part referred to as "the Airport"):

(1) Washington National Airport as described in section 1602 of Title 2, District of Columbia Code; and

(2) Dulles International Airport, consisting of the land, and the buildings and facilities on that land, located in Fairfax and Loudoun counties, Virginia, the land having been acquired in Civil No. 1638M, and Civil No. 1902M, United States District Court for the Eastern District of Virginia, Alexandria Division.

(b) The Director of the Bureau of National Capital Airports and each Manager of an Airport described in paragraph (a) of this section may issue such orders and instructions as are necessary for administering this part.

§ 159.3 Motor vehicles carrying passengers for hire.

(a) Except as otherwise specifically authorized by the Administrator, no person may operate a vehicle that is carrying passengers for hire from the Airport unless he has a permit from the Airport Manager.

(b) Except for discharging passengers and as otherwise directed by the Airport Manager, no person may park, on the Airport, a vehicle used for the purpose of carrying passengers for hire unless he has a permit from the Airport Manager.

(c) Except with the specific approval of the Airport Manager under conditions prescribed by him, no person may, on the Airport, solicit or invite any person to ride in a vehicle used for the purpose of carrying passengers for hire, either by driving slowly past a loading entrance to an Airport building or by any other act or the speaking of words that are intended to induce that person to engage the vehicle.

(d) Each person who requests a permit to operate, on the Airport, a vehicle used for the purpose of carrying passengers for hire must apply in writing to the Manager. The application must contain—

(1) The applicant's name and address;
(2) The make, model, and license number of the vehicle to be used;

(3) A description, and the serial or other identifying number, of each permit or license that the applicant has for operating that vehicle; and

(4) A list, and the serial or other identifying number of each public liability insurance policy carried by the applicant, the names of the insurance companies that issued them, and their expiration dates.

(e) Upon receiving an application under paragraph (d) of this section, the Airport Manager may issue a permit, authorizing the holder to operate, on the Airport, a vehicle used for the purpose of carrying passengers for hire. The Manager may, in his discretion, revoke such a permit at any time.

§ 159.5 Lost articles.

Each person who finds a lost article on the Airport shall deposit it at the office of the Airport police branch. If the article is not claimed by its owner within 90 days after it is deposited, it may be returned to the finder.

Subpart B—Motor Vehicle Rules

§ 159.11 General.

(a) Pursuant to section 13 of Title 18, United States Code, unless otherwise provided in this part, the laws of the Commonwealth of Virginia relating to the operation of motor vehicles on the public highways thereof, apply to the operation of motor vehicles on the Airport.

(b) Except under special directions by an authorized employee of the Airport, each person operating a motor vehicle on the Airport shall follow the general rules prescribed by the Airport Manager, this part, and applicable laws.

§ 159.13 Special operating rules.

(a) No person may operate a motor vehicle on the landing area, ramp, or trucking concourse in the terminal building, unless—

(1) The vehicle has been inspected and approved by the Airport Manager or his agent; and

(2) That person holds a current operator's permit issued by the Airport Manager.

(b) The Airport Manager may issue a motor vehicle operator permit to any competent operator that he considers necessary for the safe and efficient operation of the Airport. The Manager may, in his discretion, revoke such a permit at any time.

(c) No person may operate a two-wheeled motor vehicle on the landing area, or ramp on the Airport.

§ 159.15 Operator's license.

(a) No person may operate any motor vehicle on an Airport road unless he holds a current operator's license issued by a political jurisdiction or any agency of the United States.

(b) No person may operate any FAA motor vehicle on the Airport, unless he holds a current FAA operator's certificate.

§ 159.17 Speed.

(a) Unless otherwise authorized by the Airport Manager, no person may operate a motor vehicle at a speed—

(1) Of more than six miles an hour in the baggage concourse in the terminal building;

(2) Of more than 15 miles an hour on any apron or ramp;

(3) Of more than 25 miles an hour on any taxiway, runway, restricted service road, or other aircraft movement area other than the apron or ramp; or

(4) Higher than the speed limit prescribed and posted by the Airport Manager on any area of the Airport not covered by subparagraph (1) through (3) of this paragraph.

(b) No person may operate a motor vehicle on the Airport in a careless or reckless manner.

(c) Each person operating a motor vehicle on the Airport shall operate it so as to have it under safe control at all times, weather and traffic conditions considered.

§ 159.19 Passenger's occupancy.

Except in a vehicle designed to carry passengers in such a manner, no person may, while on the Airport, ride on the running board of a moving motor vehicle, stand up in the body of a moving motor vehicle, ride on the outside of the body of a moving motor vehicle, or ride on such a vehicle with his arms or legs protruding from the body of the vehicle.

§ 159.21 Emergency vehicles; right-of-way.

Upon the approach of a police, ambulance, fire department, or other emergency vehicle giving an audible signal that it is on an emergency call, each person operating another vehicle on any road on the Airport shall immediately drive his vehicle parallel with, and as near as possible to, the right hand edge of the road, clear of all intersections, and stay there until the emergency vehicle has stopped or passed, unless otherwise directed by an Airport police officer.

§ 159.23 Parking.

(a) No person may park or stand a motor vehicle on the Airport except in an area specifically designated for parking or standing.

(b) No person may park a motor vehicle in any area on the Airport for a period longer than is prescribed for that area by the Airport Manager.

(c) No person may park a motor vehicle on the Airport, except in an attended parking area, for a period longer than 72 hours, without the specific approval of the Manager.

(d) No person may park a motor vehicle in a metered parking space on the Airport without depositing the required amount of money (for the time stated on the meter) in the parking meter controlling that space. If, during the time a motor vehicle is parked in a space controlled by a meter, the meter shows that there is a violation, the owner or operator of the vehicle is violating this paragraph unless he shows that the meter was not working properly.

(e) No person may park a motor vehicle on the Airport in an area requiring payment for parking unless he pays the required amount.

(f) No person may park a motor vehicle in a restricted or reserved area on the Airport unless he displays, in the manner prescribed by the Manager, a parking permit issued by the Manager for that area.

(g) No person may double park a motor vehicle on any road on the Airport. For the purposes of this paragraph, parking a vehicle at such a distance from the

curb that another vehicle could park between it and the curb, is considered to be double parking.

(h) No person may abandon a motor vehicle on the Airport.

(i) No person may park a motor vehicle on the Airport, in a space marked for the parking of vehicles, in a manner to occupy a part of another marked space.

(j) No person may leave a motor vehicle standing unattended or parked on the Airport with a key in the ignition switch, the motor running, a key in the door lock, or an open door.

(k) No person may park or stand a motor vehicle at any place on the Airport in violation of any sign posted by the Manager.

(l) No person may park or stand a motor vehicle within 10 feet of a fire hydrant on the Airport.

§ 159.25 Accident reports.

Each person involved in an accident between a motor vehicle and an aircraft, or in any other motor vehicle accident, on the Airport, that results in personal injury or in total property damages of more than \$50, shall report it fully to the nearest Airport police office as soon as possible after the accident. The report must include the name and address of the person reporting.

§ 159.27 Repair of motor vehicles.

(a) Except for persons authorized by the Airport Manager and except for minor repairs necessary to move the vehicle from the Airport, no person may clean or repair a motor vehicle on a road or in a parking area of the Airport.

(b) No person may, on the Airport, move or interfere or tamper with any motor vehicle, put its motor into motion, or take or use any part, instrument, or tool of it, unless he has the permission of the owner or presents satisfactory evidence to the Manager of his right to do so.

§ 159.29 Busses.

No person operating a motor bus for hire may load or unload passengers at the Airport at a place other than that designated by the Airport Manager.

§ 159.31 Moving of motor vehicles.

The Airport Manager or his agent may tow away or otherwise move any motor vehicle on the Airport that is parked in violation of the regulations of the Airport, if the Manager or his agent determines that it is a nuisance or hazard. The Manager may charge a reasonable amount for the moving service and for the storage of the vehicle, if any. The vehicle is subject to a lien for that charge.

§ 159.33 License tags.

No person may operate, stand, or park a motor vehicle on any road or parking area on the Airport unless it has current license tags issued by an appropriate authority. Any motor vehicle that is found standing or parked on the Airport in violation of this section may be impounded by an Airport police officer and removed to the Airport police station or another area of the Airport designated for that purpose by the Airport Manager.

Subpart C—Aircraft Rules

§ 159.41 Confinement of aircraft operations.

No person may operate an aircraft on the Airport except on a hard surface area unless otherwise authorized by the air traffic control tower. No person may use a taxi strip on the Airport for a takeoff or landing.

§ 159.43 Parking of aircraft.

No person may park an aircraft in any area on the Airport other than that prescribed by the Airport Manager or his authorized representative. No employee of the FAA may make the United States responsible for the care or protection of any aircraft (other than of the United States) that is parked on the Airport.

§ 159.45 Payment for services.

Unless satisfactory credit arrangements have been made, a person who has used Airport facilities, or who owes for storage supplies, repairs, or other services by the Airport, must pay for them before takeoff.

§ 159.47 Disabled aircraft.

The owner of an aircraft or part thereof that is disabled shall have it promptly repaired or moved from the Airport unless he is required to delay it pending investigation of an accident. If he does not remove it within a reasonable time, the Airport Manager may remove it at the owner's expense and without liability for additional damage resulting from the removal.

§ 159.49 Accident reports.

(a) Each operator of an aircraft that is involved in an accident on the Airport shall report it fully to the Airport Manager within 24 hours after the accident. The report must include the name and address of the person reporting.

(b) In a case where a written report of the accident is otherwise required, a copy of that report may be given to the Manager instead of the one required by paragraph (a) of this section.

§ 159.51 Refusal of clearance.

The Airport Manager may delay or restrict any flight or other aircraft operation at the Airport for any reason that he considers justifiable.

§ 159.53 Private pilot license.

To be eligible to operate aircraft on the Airport, a pilot must hold at least a private pilot certificate.

§ 159.55 Registration of aircraft.

The pilot of each aircraft whose owner or lessee does not have a contract with the United States for the aircraft to use the Airport, shall register at the operations office on the Airport immediately upon landing and shall report to the operations office before taking off.

§ 159.57 Demonstrations.

No person may give a flight or ground demonstration on the Airport, and no person may bring an aircraft to the Airport for an aerial demonstration within the Airport control zone without the specific approval of the Airport Man-

ager. This section does not apply to courtesy flights, with new equipment, by air carriers.

§ 159.59 Aircraft equipment and operation rules.

(a) Except when authorized by the Airport Manager, no person may operate a fixed-wing aircraft on the Airport unless it has a tail or nose wheel and wheel brakes.

(b) If the pilot of an aircraft that does not have adequate brakes is authorized by the Airport Manager to taxi his aircraft, he may not taxi it near a building or a parked aircraft unless there is an attendant at the wing of his aircraft to help him.

(c) Notwithstanding paragraphs (a) and (b) of this section, an aircraft that has wings and tail higher than five feet from the ground and does not have adequate brakes, may not be taxied on the Airport under any conditions, and must be towed if it is necessary to move it.

§ 159.61 Taxiing rules.

(a) No person may move an aircraft on the Airport in a careless or reckless manner.

(b) No person may start or run an engine in an aircraft on the Airport unless there is a competent person in the aircraft at the engine controls, and unless blocks have been placed in front of the wheels or the aircraft has adequate parking brakes.

(c) No person may run an engine of an aircraft parked on the Airport in a manner that damages any other property or aircraft, or that blows paper, dirt, or other material across taxiways or runway, so as to endanger the safety of operation on the Airport.

(d) Each person operating an aircraft on a part of the Airport that is not under the direction of air traffic control shall comply with the orders, signals, and directions of the authorized representative of the Airport Manager.

(e) No person may start or taxi any aircraft on the Airport in a place where the exhaust blast is likely to cause injury to persons or property. If the aircraft cannot be taxied without violating this paragraph, the operator must have it towed to the desired destination.

(f) Each person operating a large propeller-driven aircraft shall lower its flaps when taxiing out of an aircraft gate position.

(g) No person may move a rotorcraft at a place on the Airport (other than a heliport) while its rotors are turning unless there is a clear area of at least 50 feet from the outer tip of each rotor. No person may move a rotorcraft at a heliport while its rotors are turning unless there is a clear area of at least 20 feet from the outer tip of each rotor.

§ 159.63 Use of gate positions.

(a) No person may use an aircraft gate position on the Airport unless he has been authorized to use it.

(b) Except in an emergency, no person may enplane or deplane passengers on the Airport in an area that has not been established for that purpose by the Airport Manager.

(c) No person operating a private, itinerant, nonscheduled, or military aircraft may park, stand, unload passengers, obstruct or attempt to use any aircraft gate position assigned to a scheduled air carrier, without the advance approval of the Airport Manager.

(d) Except when specifically authorized by the Airport Manager, no person may double park an aircraft at a passenger gate.

(e) No person may enplane or deplane passengers from a double parked aircraft through any gate other than the gate at which the aircraft is parked.

(f) Each person operating a jet aircraft on the Airport shall use only the gates designated by the Airport Manager for jet aircraft.

Subpart D—Rules of Conduct

§ 159.71 Applicable laws.

Pursuant to section 13 of Title 18, United States Code, and except as otherwise provided in this part, the criminal laws of Virginia relating to the following apply on the Airport:

- (a) Disorderly conduct.
- (b) Gambling.
- (c) Obscene literature.

§ 159.73 Sanitation.

(a) No person may release, deposit, blow, or spread any bodily discharge on the floor, wall, partition, furniture, or any other part of a public comfort station, terminal building, hangar, or other building on the Airport, other than directly into a fixture provided for that purpose.

(b) No person may place any foreign object in any plumbing fixture of a public comfort station, terminal building, hangar, or other building on the Airport.

(c) No person may dispose of sewerage, garbage, refuse, paper, or other material on the Airport except in a receptacle provided for that purpose.

(d) No person may eat food or drink a beverage on the Airport except in areas specifically designed for that purpose.

§ 159.75 Preservation of property.

No person may, without the specific permission of the Airport Manager:

- (a) Destroy, injure, deface, or disturb any building, sign, equipment, marker, or other structure, tree, flower, lawn, or other public property on the Airport;
- (b) Walk on a lawn or seeded area of the Airport;
- (c) Alter, add to, or erect any building on the Airport;
- (d) Make an excavation on the Airport; or
- (e) Willfully abandon any personal property on the Airport.

§ 159.77 Airport and equipment.

No person may interfere or tamper with, or injure, any part of the Airport or its equipment.

§ 159.79 Dangerous objects.

(a) No person except a Peace Officer, an authorized post office, Airport, or air carrier employee, or a member of an Armed Force on official duty, may carry any weapon, explosive, or inflammable material on or about his person, openly

or concealed, on the Airport without the written permission of the Airport Manager.

(b) No person may furnish, give, sell, or trade a weapon on the Airport.

(c) For the purposes of this section a weapon includes a gun, dirk, bowie knife, black jack, switch blade knife, slingshot, or metal knuckles.

§ 159.81 Coin-operated machines.

No person may, on the Airport:

(a) Use or attempt to use a coin-operated machine that requires the deposit of a coin for its use, without first depositing the coins required by the instructions on the machine;

(b) Place or attempt to place, in a coin-operated machine, a slug, foreign coin, or object other than the coin required by the instructions on the machine; or

(c) Pass through, over, or under a turnstile that requires the deposit of a coin for its use, without first depositing the required coin in the turnstile.

§ 159.83 False report.

No person may make a false report of conduct on, or the operation or use of, the Airport to the Airport Manager or any Airport police officer.

§ 159.85 Interfering or tampering with aircraft.

No person may interfere or tamper with an aircraft on the Airport or put its engine in motion, or use any aircraft, aircraft parts, instruments, or tools on the Airport, without the permission of the owner.

§ 159.87 Repairing of aircraft.

No person may repair an aircraft, aircraft engine, propeller, or apparatus in an area of the Airport other than that specifically designated for that purpose by the Airport Manager. However, this does not prevent a minor adjustment being made while the aircraft is on a loading ramp preparing to takeoff, if the adjustment is necessary to prevent a delayed takeoff.

§ 159.89 Restricted areas.

(a) Except as otherwise provided in this part, no person may, without the written permission of the Airport Manager, enter any restricted area on the Airport that is posted as closed to the public.

(b) No person may enter the aerodrome, the control tower, any hangar, the apron, or any other part of the Airport specified by the Airport Manager except—

- (1) A person assigned to duty at that place;
- (2) An authorized representative of the Administrator or the Civil Aeronautics Board;
- (3) A passenger who, under appropriate supervision, is entering the apron to embark or debark; or
- (4) Any other person authorized by the Manager, or by a tenant for an area he occupies.

§ 159.91 Business or commercial activity.

(a) No person may engage in any business or commercial activity on the

Airport without the approval of, and under terms prescribed by, the Administrator or the Airport Manager.

(b) No person may, on the Airport, solicit fares, alms, or funds, for any purpose without the permission of the Airport Manager.

(c) No person may make a sale, expose an article for sale, or charge an admission fee, on the Airport without the permission of the Airport Manager, except under a contract between that person and the United States.

§ 159.93 Advertising.

No person may post, distribute, or display, a sign, advertisement, circular, or other written or printed matter on the Airport without the permission of the Airport Manager, except under a contract between that person and the United States.

§ 159.95 Commercial photography.

(a) Except as provided in paragraph (b) of this section, no person may take a still, motion, or sound picture on the Airport for commercial purposes without the permission of the Administrator.

(b) The Airport Manager may allow any of the following to take pictures on the Airport for commercial purposes:

(1) Professional photographers and motion picture cameramen photographing events on the Airport as representatives of news concerns or bona fide news publications.

(2) Professional photographers and motion picture cameramen photographing events at the Airport, for nonprofit exhibit, to stimulate interest in air commerce or travel, or for nonprofit educational purposes.

(3) Professional photographers photographing scenes on the Airport for general artistic purposes.

§ 159.97 Use of roads and walks.

(a) No person may travel on the Airport except on a road, walk, or other place provided for the kind of travel he is doing.

(b) No person may occupy or place an object on a road or walk on the Airport in a manner that hinders or obstructs its proper use.

(c) No person may walk in a picket line as a picket or take part in a labor or other public demonstration on any part of the Airport except a place specifically assigned by the Airport Manager for picket lines or other public demonstrations.

(d) No person may operate any vehicle for the disposal of garbage, ashes or other waste material on the Airport without the approval of the Airport Manager.

§ 159.99 Animals.

(a) No person may enter the Airport with a domestic or wild animal without the written permission of the Airport Manager, except a:

(1) Person entering any part of the Airport (other than the terminal building, gate loading area, or other restricted area) with a domestic animal that is kept restrained by a leash or is confined so as to be completely under control;

(2) Person entering the terminal building or gate loading area with a small domestic animal (such as a dog or cat) that is to be transported by air and is kept restrained by a leash or is confined so as to be completely under control; or

(3) Blind person entering the terminal building or gate loading area with a seeing-eye dog.

(b) No person may hunt, pursue, trap, catch, injure, or kill any bird or animal on the Airport, except when specifically authorized by the Airport Manager.

§ 159.101 Loitering.

No person may loiter or loaf on any part of the Airport. If a loitering or loafing person is told by an Airport police officer to move on or leave the Airport, he shall do so.

§ 159.103 Drugs.

(a) Except for a physician or pharmacist licensed to practice by a State, possession, or the District of Columbia, no person, while on the Airport, may prescribe, dispense, sell, give away, offer to sell, or administer any dangerous drug, or have such a drug in his possession, with intent to sell, give away, or administer it.

(b) For the purpose of this section "dangerous drug" means any drug defined as a dangerous drug in section 54.440 of the Virginia Code, 1950.

§ 159.105 Games.

No person may, on the Airport, practice or play football, baseball, golf, tennis, bandy, hockey, shinny, or any other game in which a ball, stone, or other substance is thrown, struck, or otherwise propelled, except during a period and in an area designated by the Airport Manager for playing that game.

§ 159.107 Use of Airport and airspace.

(a) No person who has been denied the use of the Airport by the Airport Manager may enter on or use the Airport except while traveling through as a passenger in an interstate bus or taxi or while embarking or debarking as a passenger on an aircraft operating on the Airport.

(b) No person, except an employee of the United States performing his official duties or a person who has the specific permission of the Airport Manager, may prepare to operate, operate, or release a kite, parachute, or balloon, model aircraft, or rocket on the Airport.

§ 159.109 Impersonation.

No person, except a member of the Bureau of National Capital Airports Police Force, may:

(a) Represent himself as a member of that Force;

(b) Assume or exercise the functions, powers, duties, or privileges of a member of that Force; or

(c) Wear or have in his possession a badge, uniform, or other insignia that is, or purports to be, that worn by a member of the Force.

§ 159.111 Forgery and counterfeiting.

No person may make, possess, use, offer for sale, sell, barter, exchange, pass, or

deliver any forged, counterfeit, or falsely altered ticket, permit, certificate, placard, sign, or other authorization or direction purporting to be issued by or on behalf of the Administrator or the Airport Manager in controlling, operating, maintaining, or protecting the Airport.

Subpart E—Fire Hazards and Fueling Operations

§ 159.121 Cleaning fluids.

(a) Except as provided in paragraph (b) of this section, no person may use a flammable volatile liquid having a flash point of less than 110 degrees Fahrenheit for cleaning purposes in a hangar or other building on the Airport.

(b) No person may use a flammable volatile liquid having a flash point of less than 110 degrees Fahrenheit to clean an aircraft, aircraft engine, propeller, or appliance, on the Airport, unless it is done in the open air or in a room specifically set aside for that purpose. If a room is used, it must be fireproofed, be equipped with automatic sprinklers, and have adequate and readily accessible fire extinguishing apparatus.

§ 159.123 Open-flame operations.

No person may conduct an open-flame operation on the Airport without the specific permission of the Airport Manager.

§ 159.125 Smoking.

No person may smoke on any Airport apron or ramps, in any hangar or shop, in any aircraft on the Airport, or in any other place on the Airport where smoking is specifically prohibited by the Airport Manager.

§ 159.127 Storage.

(a) No person may store or stock material or equipment on the Airport in a manner that constitutes a fire hazard.

(b) No person may keep or store any flammable liquid, gas, signal flare, or other similar material in a hangar or other building on the Airport. However, such a material may be kept in an aircraft in proper receptacles, in rooms or areas specifically approved for that storage by the Airport Manager, or in safety cans approved by appropriate insurance underwriters.

(c) No person may keep or store lubricating or waste oils in or about a hangar, except in a room specifically designated for oil storage. However, not more than a 12-hour supply of lubricating oil may be kept in or about a hangar in containers or receptacles approved by appropriate insurance underwriters.

(d) Each lessee of a hangar on the Airport shall provide suitable metal receptacles, with self-closing covers, for storing waste, rags, and other rubbish, and shall remove all rubbish from its premises each day.

§ 159.129 Apron surface areas and floor surfaces.

(a) Each person to whom space on the Airport is leased, assigned, or made available for use shall keep the space free and clear of oil, grease, or other foreign materials that could cause a fire hazard or a slippery or otherwise unsafe condition.

(b) No person may use any material (such as oil absorbents or similar material) that creates an eye hazard when picked up, swirled, or blown about by the blast from an aircraft engine in any passenger loading area or other public area.

§ 159.131 Doping.

(a) No person may conduct a doping process on the Airport except in a properly designed, fireproof, and ventilated room or building in which all lights, wiring, heating, ventilation equipment, switches, outlets, and fixtures are explosion-proof, spark-proof, and vapor-proof, and in which all windows and doors are easily opened.

(b) No person may enter or work in a dope room while doping processes are being conducted unless he is wearing spark-proof shoes.

§ 159.133 Fueling operations.

(a) No person may fuel or defuel an aircraft on the Airport while:

- (1) Its engine is running or is being warmed by applying external heat;
- (2) It is in a hangar or enclosed space;
- (3) It is within 50 feet of any hangar or other building on the Airport; or
- (4) Passengers are in the aircraft, unless a passenger loading ramp is in place at the cabin door, the door is open, and a cabin attendant is at or near the door.

(b) No person other than those covered by subparagraph (4) of paragraph (a) and those persons necessarily engaged in the fueling or defueling may be within 100 feet of an aircraft that is being fueled or defueled.

(c) No person may start the engine of an aircraft on the Airport if there is any gasoline or other volatile flammable liquid on the ground underneath it.

(d) No person may operate a radio transmitter or receiver, or switch electrical appliances on or off, in an aircraft on the Airport, while it is being fueled or defueled.

(e) During the fueling of an aircraft, on the Airport, the dispensing apparatus and the aircraft must both be grounded in accordance with orders and instructions of the Airport Manager.

(f) Each person engaged in fueling or defueling, on the Airport, shall exercise care to prevent the overflow of fuel, and must have readily accessible and adequate fire extinguishers.

(g) During the fueling or defueling of an aircraft, on the Airport, no person may, within 50 feet of that aircraft, smoke or use any material that is likely to cause a spark or be a source of ignition.

(h) Each hose, funnel, or appurtenance used in fueling or defueling an aircraft on the Airport must be maintained in a safe, sound, and nonleaking condition and must be properly grounded to prevent ignition of volatile liquids.

§ 159.135 Radio operation.

No person may operate any radio equipment in an aircraft while the aircraft is in a hangar on the Airport if any maintenance work, other than radio maintenance, is being done on that aircraft.

§ 159.137 Operating motor vehicles in hangar.

No person may, in any hangar on the Airport, operate a motor scooter, truck, or other motor vehicle, except a tractor with its exhaust protected by screens or baffles to prevent sparks from escaping or the propagation of flame.

§ 159.139 Grounding of aircraft in hangars.

No person may park an aircraft in any hangar or other structure on the Airport unless the aircraft is grounded in accordance with the orders and instructions of the Airport Manager.

§ 159.141 Runway foaming services.

Each operator of an aircraft for which runway foaming services are provided on the Airport at his request shall pay the expenses arising from providing those services.

Subpart F—Obligations of Tenants

§ 159.151 Use of premises.

No lessee of Airport property may knowingly allow that property to be used or occupied for any purpose prohibited by this part.

§ 159.153 Trash containers.

(a) No tenant, lessee, concessionaire, or agent of any of them, doing business on the Airport, may keep uncovered trash containers on a sidewalk or road, or in a public area, of the Airport.

(b) No person may operate an uncovered vehicle to haul trash on the Airport.

(c) No person may operate a vehicle for hauling trash, dirt, or any other material on the Airport unless it is built to prevent its contents from dropping, sifting, leaking, or otherwise escaping.

(d) No person may spill dirt or any other material from a vehicle operated on the Airport.

§ 159.155 Bulletin boards.

Each lessee of a hangar or other operational area specified by the Airport Manager on the Airport shall maintain a bulletin board in a conspicuous place in his hangar or area. He shall post on that board current workmen's compensation notices, a list of competent physicians, a list of his liability insurance carriers, a copy of this part, and a copy of each pertinent order or instruction issued under this part.

§ 159.157 Storage of equipment.

No tenant or lessee of a hangar, shop facility, or other operational area specified by the Airport Manager on the Airport may store or stack equipment or material in a manner to be a hazard to persons or property.

§ 159.159 Fire apparatus.

Each tenant or lessee of a hangar, shop facility, or other operational area specified by the Airport Manager on the Airport shall supply and maintain adequate and readily accessible fire extinguishers, approved by fire underwriters for the hazard involved, that the Airport Manager considers necessary.

Each tenant or lessee of a hangar or shop facility on the Airport shall supply and maintain adequate and readily accessible fire extinguishers, approved by fire underwriters for the hazard involved, that the Airport Manager considers necessary.

§ 159.161 Discrimination or segregation.

All services performed in operating a facility at the Airport must be without discrimination or segregation as to race, creed, color, or national origin.

Subpart G—Enforcement

§ 159.171 Penalties.

(a) Each person who willfully and knowingly violates a rule prescribed in this Part, or an order or instruction issued under this Part, is guilty of a misdemeanor and, upon conviction thereof, shall be fined not more than \$500, or imprisoned for not more than six months, or both.

(b) In addition to the penalties prescribed in paragraph (a) of this section, the Airport Manager may remove or eject any person from the Airport, if that person willfully and knowingly violates a rule prescribed in this Part, or an order or instruction issued by the Manager under this Part or any applicable State or Federal law. The Manager may deny the use of the Airport and its facilities to such a person if the Manager determines that the denial is necessary under the circumstances.

[F.R. Doc. 62-9487; Filed, Sept. 21, 1962; 8:49 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 62-CE-22]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Designation and Revocation of Federal Airways and Associated Control Areas

On June 22, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 5913) stating that the Federal Aviation Agency proposed to designate low altitude VOR Federal airway No. 285 and its associated control areas from Kokomo, Ind., to Goshen, Ind., and to revoke low altitude Blue Federal airway No. 3, its associated control areas and reporting points between Kokomo and Goshen. Subsequent to publication of the notice, the reporting points associated with Blue 3, were revoked. (Airspace Docket No. 62-WA-59, 27 F.R. 5759.)

The Air Transport Association of America concurred with the proposed amendment. No other comments were received.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, the following actions are taken:

§ 600.603 [Revocation]

1. In part 600 (14 CFR Part 600) § 600.603 *Blue Federal airway No. 3 (Kokomo, Ind., to Goshen, Ind.)*, is revoked.

2. In Part 600 (14 CFR Part 600) the following is added:

§ 600.6285 VOR Federal airway No. 285 (Kokomo, Ind., to Goshen, Ind.).

From the Kokomo, Ind., VOR via the INT of the Kokomo VOR 012° and the Goshen, Ind., VOR 168° radials; to the Goshen VOR.

§ 601.603 [Revocation]

3. In Part 601 (14 CFR Part 601) § 601.603 *Blue Federal airway No. 3 control areas (Kokomo, Ind., to Goshen, Ind.)*, is revoked.

4. In Part 601 (14 CFR Part 601) the following is added:

§ 601.6285 VOR Federal airway No. 285 control areas (Kokomo, Ind., to Goshen, Ind.).

All of VOR Federal airway No. 285. These amendments shall become effective 0001 e.s.t., November 15, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 17, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.
[F.R. Doc. 62-9464; Filed, Sept. 21, 1962; 8:45 a.m.]

[Airspace Docket No. 61-LA-37]

PART 601—DESIGNATION OF CONTROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CONTROL AREAS

Designation of Control Zone

On July 19, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 6845) stating that the Federal Aviation Agency proposed to designate a control zone at NAAS Ream Field, Calif.

No adverse comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, Part 601 (14 CFR Part 601) is amended by adding the following section:

§ 601.2517 NAAS Ream Field, Calif., control zone.

Within a 3-mile radius of NAAS Ream Field (lat. 32°34'00" N., long. 117°06'50" W.), and the airspace W of Ream Field within the arc of a 6-mile radius circle centered on the Ream Field TACAN extending counterclockwise from a line 2 miles N of and parallel to the Ream Field TACAN 288° radial to the United States/Mexican Flight Information Region boundary, excluding the portion within the San Diego, Calif., control zone (§ 601.2186), and the portion under the jurisdiction of Mexico.

This amendment shall become effective 0001 e.s.t., November 15, 1962.

(Sec. 307(a), and 1110, 72 Stat. 749 and 800; 49 U.S.C. 1348 and 1510, and Executive Order 10854, 24 F.R. 9565)

Issued in Washington, D.C., on September 17, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.
[F.R. Doc. 62-9463; Filed, Sept. 21, 1962; 8:45 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

SAFROLE-FREE EXTRACT OF SASSAFRAS

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by the Meer Corporation, 318 West Forty-sixth Street, New York 36, New York, and other relevant material, has concluded that the following regulation should issue with respect to the food additive safrole-free extract of sassafras as a flavoring agent in food. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), Part 121 is amended by adding to Subpart D the following new section:

§ 121.1097 Safrole-free extract of sassafras.

The food additive safrole-free extract of sassafras may be safely used in accordance with the following prescribed conditions:

(a) The additive is the aqueous extract obtained from the root bark of the plant *Sassafras albidum* (Nuttall) Nees (Fam. Lauraceae).

(b) It is obtained by extracting the bark with dilute alcohol, first concentrating the alcoholic solution by vacuum distillation, then diluting the concentrate with water and discarding the oily fraction.

(c) The purified aqueous extract is safrole-free.

(d) It is used as a flavoring in food.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: September 18, 1962.

JOHN L. HARVEY,
Deputy Commissioner of
Food and Drugs.
[F.R. Doc. 62-9484; Filed, Sept. 21, 1962; 8:49 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Housing and Home Finance Agency

SUBCHAPTER A—GENERAL

PART 200—INTRODUCTION

Subpart D—Delegations of Basic Authority and Functions

In § 200.71 the introductory text is amended to read as follows:

§ 200.71 Director of the General Services Division and Deputy.

To the position of Director of the General Services Division and under his general supervision to the position of Deputy Director of the General Services Division, and with respect to paragraphs (b) and (h) of this section to the position of Chief of the Procurement and Property Section there is delegated the following basic authority and functions:

In § 200.81 paragraph (c)(1) is amended to read as follows:

§ 200.81 Assistant Commissioner for Property Disposition and Deputy.

* * * * *

(c) * * *

(1) Approve offers to rent or purchase, except that offers to purchase 12 or more living units acquired by the Commissioner under any title of the Act shall be subject to the approval of the Property Disposition Committee.

In § 200.95 paragraphs (u) and (v) are amended to read as follows:

§ 200.95 Field Office Chiefs of Operations.

(u) In connection with the sale, rental or management of acquired properties, to execute contracts for supplies and services and to issue orders for the publication of notices and advertisements in newspapers, magazines, and periodicals, all in accordance with the provisions of the FHA Manual.

(v) To approve offers to rent or purchase individually acquired 1- to 4-family units and to execute contracts for the sale of any properties and projects owned by the Federal Housing Commissioner upon approval of any such sale by competent authority.

(Sec. 2, 48 Stat. 1246, as amended; sec. 211, 52 Stat. 23, as amended; sec. 607, 55 Stat. 61, as amended; sec. 712, 62 Stat. 1281, as amended; sec. 907, 65 Stat. 301, as amended; sec. 807, 69 Stat. 651, as amended; 12 U.S.C. 1703, 1715b, 1742, 1747k, 1748f, 1750f)

Issued at Washington, D.C., September 14, 1962.

NEAL J. HARDY,
Federal Housing Commissioner.

[F.R. Doc. 62-9488; Filed, Sept. 21, 1962;
8:50 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 616—BUTTON, JEWELRY, AND LAPIDARY WORK INDUSTRY IN PUERTO RICO

Wage Order

Pursuant to section 5 of the Fair Labor Standards Act of 1938, as amended (52 Stat. 1062, as amended; 29 U.S.C. 205), and by means of Administrative Order No. 562 (27 F.R. 6096), the Secretary of Labor appointed and convened Industry Committee No. 53-A. Administrative Order No. 562 referred to Industry Committee No. 53-A the question of the minimum wage rate or rates to be paid under section 6(c) of the Act to employees in the button, jewelry, and lapidary work industry in Puerto Rico, as defined in that Order, and gave due notice of the hearing of the Committee, as provided in 29 CFR 511.2.

Excluded from the matters referred to Industry Committee No. 53-A were the activities described in 29 CFR 616.2 (e) and (f). The minimum wage rate for those activities equals that prescribed in section 6(a) (1) of the Act.

Subsequent to an investigation and a hearing conducted pursuant to the notice, the Committee filed with the Administrator a report containing its findings of fact and recommendations with respect to the matters referred to it.

Accordingly, as authorized and required by section 8 of the Fair Labor Standards Act of 1938 (52 Stat. 1064, as amended; 29 U.S.C. 208), Reorganization Plan No. 6 of 1950 (64 Stat. 1263; 3 CFR 1949-53 Comp., p. 1004), and General

Order No. 45-A of the Secretary of Labor (15 F.R. 3290), the recommendations of Industry Committee No. 53-A are herein-after published in paragraphs (a), (b), (c), (d), (g), (h), (i), and (j) of § 616.2 in this revision of 29 CFR Part 616.

Effective October 7, 1962, 29 CFR Part 616 is hereby revised to read as follows:

Sec.	Definition.
616.1	Wage rates.
616.2	Notices.

AUTHORITY: §§ 616.1 to 616.3 issued under sec. 8, 52 Stat. 1064, as amended; 29 U.S.C. 208. Interpret or apply secs. 5, 6, 52 Stat. 1062, as amended; 29 U.S.C. 205, 206.

§ 616.1 Definition.

The button, jewelry, and lapidary work industry in Puerto Rico, to which this part shall apply, is defined as the manufacture from any material of buttons, buckles, jewelry (including rosaries), jewelry findings (including beads), and hair ornaments and accessories; and the processing of natural or synthetic stones for jewelry or industrial use.

§ 616.2 Wage rates.

(a) Wages at a rate of not less than 56 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce and who is engaged in the rosary and native jewelry classification of that industry, which is defined as the assembling of rosaries and the manufacture of novelty jewelry from materials wholly or in major part of local origin such as seeds, shells, natural fibers, and similar materials.

(b) Wages at a rate of not less than 95 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce and who is engaged in the hair ornaments classification of that industry, which is defined as the manufacture of hair ornaments such as combs, clips, or barrettes decorated or ornamented with precious metals or with natural or imitation stones or pearls.

(c) Wages at a rate of not less than 88 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce, and who is engaged in the hair accessories classification of that industry, which is defined as the manufacture from any material of bobby pins, hair clips, hair curlers, hair wavers, and other hair accessories, and the manufacture of hair ornaments other than those decorated or ornamented with precious metals or with natural or imitation stones or pearls.

(d) Wages at a rate of not less than 74 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce and who is engaged in the button and buckle classification of that industry, which is defined as the manufacture from any material of buttons and buckles.

(e) Wages at a rate of not less than \$1.15 an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce, and who is engaged in the industrial jewel and precious jewelry classification of that industry, which is defined as the sawing, cutting, grinding, polishing, and other processing of natural or synthetic jewels for industrial use, including, but without limitation, jewel bearings, industrial diamonds, and the processing of precious and synthetic stones as components of phonograph needles and the attachment of such jewels to metal phonograph needle components, but not including the production of such metal components; and the manufacture of jewelry and other personal ornaments from precious metals with or without precious stones.

(f) Wages at a rate of not less than \$1.15 an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce and who is engaged in the gem stone classification of that industry, which is defined as the sawing, cutting, grinding, polishing, and other processing of gem diamonds, other precious and semiprecious stones, and synthetic stones used for decorative purposes.

(g) Wages at a rate of not less than \$1.00 an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce and who is engaged in the metal expansion watch band classification of that industry, which is defined as the fabrication or partial fabrication of metal expansion bands or expansion bracelets for watches or other uses.

(h) Wages at a rate of not less than 82 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce and who is engaged in the general classification of that industry, which is defined as the manufacture of

all products not specifically included in any other classification of this industry.

(i) Wages at a rate of not less than 77 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is engaged in commerce or in the production of goods for commerce and who is engaged in the plastic costume jewelry classification of that industry, which is defined as the manufacture or assembly of all types of costume jewelry and jewelry findings made wholly or in major part from plastic materials, and including the pearlizing of buttons, beads, and costume jewelry and the stringing of pearlized beads.

(j) Wages at a rate of not less than 77 cents an hour shall be paid under section 6(c) of the Fair Labor Standards Act of 1938 by every employer to each of his employees in the button, jewelry, and lapidary new coverage classification of the button, jewelry, and lapidary work industry in Puerto Rico, who in any workweek is employed in an enterprise engaged in commerce or in the production of goods for commerce, and this classification shall be defined as all activities of employees in this industry covered by the Act only by reason of the Fair Labor Standards Amendments of 1961.

§ 616.3 Notices.

Every employer subject to the provisions of § 616.2 shall post in a conspicuous place in each department of his establishment where employees subject to the provisions of § 616.2 are working such notices of this part as shall be prescribed from time to time by the Administrator of the Wage and Hour and Public Contracts Divisions of the United States Department of Labor, and shall

give such other notice as the Administrator may prescribe.

Signed at Washington, D.C., this 18th day of September 1962.

CLARENCE T. LUNDQUIST,
Administrator.

[F.R. Doc. 62-9493; Filed, Sept. 21, 1962;
8:51 a.m.]

Title 32—NATIONAL DEFENSE

Chapter VI—Department of the Navy

SUBCHAPTER C—PERSONNEL

PART 728—MEDICAL CARE FOR ELIGIBLE PERSONS AT NAVAL MEDICAL FACILITIES

Miscellaneous Amendments

1. Section 728.67(g) is revised to read as follows:

§ 728.67 Beneficiaries of the Department of State; officers and employees of the Foreign Service and their dependents.

(g) *Charges and collections.* All charges and collections for beneficiaries of the State Department shall be made at the activity level for BUMED managed and non-BUMED managed activities. Charges for inpatient and outpatient care shall be in accordance with the rates prescribed in BUMED Instruction 6320.4 series.

2. The chart in section 728.83 is revised to read as follows (the introductory paragraph and the footnotes remain unchanged):

§ 728.83 Chart of adjuncts to medical care.

Item	Active duty members of the uniformed services	Retired members of the uniformed services	Dependents	Beneficiary of other Federal agencies to whom reimbursement applies
Artificial limbs.....	Yes.....	Yes.....	No.....	Yes. ¹
Joint braces.....	Yes.....	Yes.....	No.....	Yes.
Orthopedic shoes.....	Yes.....	Yes.....	No.....	No.
Spectacles ²	Yes.....	Yes.....	No.....	No.
Contact lens ²	Yes ³	Yes ⁴	No.....	No.
Artificial eyes.....	Yes.....	Yes.....	No.....	Yes.
Cosmetic restorations.....	Yes.....	Yes.....	No.....	No.
Hearing aids ⁵	Yes.....	Yes.....	No.....	No.
Replacement parts for hearing aids.....	Yes.....	Yes ⁷	No.....	No.
Wheel chairs ⁶	Yes.....	Yes.....	Yes.....	Yes.
Crutches ⁸	Yes.....	Yes.....	Yes.....	Yes.

3. Section 728.92(f) is revised to read as follows:

§ 728.92 Rates.

(f) *Examination.* This rate is contained in BUMED Instruction 6320.4 series.

(R.S. 161, 4807, sec. 4, 57 Stat. 81, secs. 5031, 5537, 6148, 70A Stat. 278, 319, 375, 383, secs. 1071-1085, 72 Stat. 1445-1450, as amended;

5 U.S.C. 22, 10 U.S.C. 1071-1085, 5031, 5537, 6148, 24 U.S.C. 15, 34)

By direction of the Secretary of the Navy.

[SEAL] ROBERT D. POWERS, Jr.,
Rear Admiral, U.S. Navy, Acting
Judge Advocate General of
the Navy.

SEPTEMBER 17, 1962.

[F.R. Doc. 62-9473; Filed, Sept. 21, 1962;
8:47 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 62-983]

PART 0—COMMISSION ORGANIZATION

Office of Chief Engineer

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of September 1962:

The Commission having under consideration the organization and functions of its Office of Chief Engineer and the Report dated March 23, 1962, to the Bureau of the Budget by Booz, Allen and Hamilton concerning its management survey of the Federal Communications Commission; and

It appearing that greater efficiency in the Commission's operations would be promoted and the public interest would be served by organizational and functional changes in the Office of Chief Engineer which are ordered herein; and

It further appearing that authority for the internal organizational and functional changes herein ordered is contained in sections 4(i) and 5 of the Communications Act of 1934, as amended, and that such changes are not subject to the prior notice and effective date provisions of the Administrative Procedure Act;

It is ordered. That, effective October 1, 1962, within the Office of Chief Engineer, (a) the applied propagation and data analysis functions now performed by the Technical Research Division are removed from that Division and said Division is retitled the Technical Division (b) a new Division, entitled the Research Division, is established with functions which include the applied propagation and data analysis functions removed from the Technical Research Division and, in addition, responsibility for advanced phases of terrestrial and space communications, special projects to obtain theoretical and experimental data on new or improved techniques, engineering consultation with regard to computer programs and automatic data processing techniques, and procedures for acquiring, storing and retrieving scientific and technical information of value to the Commission and (c) the Technical Division functions are expanded to include the continuing engineering review of currently issued patents to determine their impact on radio services regulated by the Commission; and

It is further ordered. That, effective October 1, 1962, Part 0 of the Commission's Rules is amended as set forth below to reflect the changes ordered herein; and

It is further ordered. That the Chief Engineer, in cooperation with the Executive Officer, are authorized in their discretion to organize and change sub-

sidary units within the various Divisions of the Office of Chief Engineer and to transfer such positions, personnel, equipment and records within the office as they deem necessary to effectuate the changes ordered herein.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: September 19, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

1. Sections 0.121 through 0.124 are revised and rearranged to read as set forth below:

§ 0.120 Functions of the Office.

The Office of the Chief Engineer has the following duties and responsibilities:

(a) To plan and direct broad programs to develop information on the progress of communication techniques and equipment, radio wave propagation, and new uses for communications, and to advise the Commission and bureaus in such matters.

(b) To represent the Commission on various national and international organizations devoted to the progress of communications and the development of information and standards relative thereto.

(c) To conduct scientific and technical studies in advanced phases of terrestrial and space communications and to conduct special projects to obtain theoretical and experimental data on new or improved techniques.

(d) To develop and administer procedures to acquire, store and retrieve scientific and technical information useful in the engineering work of the Commission.

(e) To advise and represent the Commission on the allocation of radio frequencies, including international agreements pertaining to frequency allocations and usage.

(f) In cooperation with the General Counsel, to render advice to the Commission, participate in and coordinate the staff work with respect to general frequency allocation proceedings and other proceedings not within the jurisdiction of any single bureau, and to render advice with respect to rule making matters and proceedings affecting more than one bureau.

(g) To collaborate with the bureaus in the formulation of the technical requirements of the rules and regulations, and to advise the Commission on such matters.

(h) To administer Part 5 of this chapter, including licensing, record keeping, and rule making.

(i) To perform all engineering and management functions of the Commission with respect to formulating rules and regulations, technical standards, and general policies for Parts 15 and 18 of this chapter, and for type approval, type acceptance and certification of radio equipment for compliance with the Commission's rules.

(j) To maintain liaison with other agencies of government and with tech-

nical experts representing foreign governments, and to deal with members of the public and of the industries concerned.

(k) To collaborate in the development and execution of plans for the national security and defense, including direction of the CONELRAD program.

(l) To calibrate and standardize technical equipments and installations used by the Commission.

(m) To perform such other duties as may be assigned or referred by the Commission pursuant to section 5(d) of the Communications Act of 1934, as amended, and Executive Order 10312, as amended.

§ 0.121 Units in the Office.

The Office of Chief Engineer comprises the following units:

(a) Immediate Office of the Chief Engineer.

(b) Research Division.

(c) Technical Division.

(d) Frequency Allocation and Treaty Division.

(e) Laboratory Division.

(f) Project CONELRAD.

§ 0.122 Immediate Office of the Chief Engineer.

The Chief Engineer advises the Commission and bureaus on technical matters and directs and coordinates the functions of the Office.

§ 0.123 Research Division.

The Research Division analyzes and disseminates to the Commission and the several operating bureaus, technical and scientific data relating to advanced phases of terrestrial and space communications; conducts scientific studies in wave propagation, satellite and space communications, studies technical aspects of potential new uses of radio, conducts special projects to obtain theoretical and experimental data on new or improved techniques; provides engineering assistance to the Commission and the several bureaus in the development of computer programs and automatic data processing techniques; develops procedures to acquire, store and retrieve scientific and technical information, and maintains familiarity with relevant research activities by means of visits, conferences and correspondence.

§ 0.124 Technical Division.

The Technical Division develops practical applications for results of research, including research conducted by the Research Division; develops technical rules and standards for the various radio services in consultation with the bureaus concerned; conducts technical studies of equipment design and performance; acts on applications for type acceptance of equipment and issues lists of type accepted and type approved equipment; administers Part 5 of the Commission's rules regulating the Experimental Radio Services; performs engineering and management functions with respect to formulating rules, technical standards and general policy for Parts 15 and 18 of the Commission's rules; performs rule making for that portion of Part 2 of the

Commission's rules relative to equipment; provides Commission representation at national and international conferences; and reviews patents as they are issued by the Patent Office to determine which patents may dominate radio services regulated by the Commission and notifies the General Counsel as to such findings.

[F.R. Doc. 62-9495; Filed, Sept. 21, 1962; 8:51 a.m.]

[FCC 62-982]

PART 0—COMMISSION ORGANIZATION

Miscellaneous Amendments

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 18th day of September 1962;

The Commission having under consideration the recently enacted Communications Satellite Act of 1962, which provides, among other things, for the establishment of a communications satellite corporation; for the regulation of such corporation as a communications common carrier under the provisions of Title II and III of the Communications Act of 1934, as amended, as supplemented by said Satellite Act; and for the regulation pursuant to those Acts of other common carriers participating in communications satellite activities; and

It appearing that the regulatory functions conferred upon the Commission by the Communications Satellite Act of 1962 may best be discharged by the creation of a new Office of Satellite Communications in the Office of the Chief of the Common Carrier Bureau and that §§ 0.21 and 0.24 of the Commission's Statement of Organization should be amended accordingly to make appropriate reference thereto, as set forth below; and

It further appearing that the Office of General Counsel will cooperate with the Common Carrier Bureau and with the Office of Chief Engineer (see FCC 62-983) on matters pertaining to communications satellites, and that § 0.111 should be amended to reflect this fact; and

It further appearing that authority for these amendments is contained in sections 4(i), 5(b), and 303(r) of the Communications Act of 1934, as amended; and

It further appearing that these amendments affect solely matters of agency organization and hence that the notice, procedural, and effective date provisions of section 4 of the Administrative Procedure Act are inapplicable;

It is ordered, Effective October 1, 1962, that Part 0 of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: September 19, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

1. The portion of § 0.21 preceding paragraph (a) is amended to read as follows:

§ 0.21 Functions of the Bureau.

The Common Carrier Bureau carries out the program of the Commission with respect to the regulation of the rates, services, accounting and facilities of communication common carriers under applicable statutes, including the Communications Act of 1934, as amended, and the Communications Satellite Act of 1962, international agreements, and rules and regulations. The Bureau performs the following functions:

§ 0.24 [Amendment]

2. Paragraphs (c) and (d) of § 0.24 are redesignated as paragraphs (d) and (e), respectively, and a new paragraph (c) is added as follows:

(c) Office of Satellite Communications is responsible for the administration and implementation of those regulatory functions conferred upon the Commission by the Communications Satellite Act of 1962.

3. Section 0.111(j) is added to read as follows:

§ 0.111 Functions of the Office.

(j) To cooperate with the Common Carrier Bureau and the Office of Chief Engineer on all matters pertaining to space satellite communications.

[F.R. Doc. 62-9496; Filed, Sept. 21, 1962; 8:51 a.m.]

[Docket No. 14612 (RM-346); FCC 62-981]

PART 3—RADIO BROADCAST SERVICES

Table of Assignments; TV Broadcast Stations in Alabama and Tennessee

In the matter of amendment of § 3.606, *Table of Assignments*, Television Broadcast Stations (Huntsville, Alabama and Pulaski, Tennessee), Docket No. 14612 (RM-316); and in the matter of amendment of § 3.606, *Table of Assignments*, Television Broadcast Stations (Huntsville, Alabama), (RM-346).

1. Since March 15, 1962, Channels 19 and 25 have been assigned to Huntsville as commercial channels as a result of Commission action on the petitions of North Alabama Broadcasters, Inc., and Huntsville Broadcasting Co., Inc., respectively, in Docket No. 14120 (RM-241, 253, 280). Alabama Educational Television Commission (hereinafter AETC) did not choose to participate in that proceeding. After the proceeding had been concluded, AETC filed a letter requesting the reconsideration and a brief petition requesting the reservation of Channel 25 for educational use. Both the request for reconsideration and the petition were later withdrawn by the petitioner. AETC then filed the first petition herein dealt with, requesting the assignment to and reservation in Huntsville of Channel 44 (Docket No. 14612, RM-316). It later filed the second petition herein dealt with, requesting the reservation of Channel 25 in Huntsville (RM-346), instead of Channel 44.

2. The Commission has before it for consideration its Notice of Proposed Rule Making released April 27, 1962 (FCC 62-450), proposing to reassign Channel 44 from Pulaski, Tennessee, to Huntsville, Alabama, and to reserve it for noncommercial educational use.

3. The population of Huntsville, Alabama, according to the 1960 U.S. Census, is 72,365. At the present time this area has no educational reservation, but three commercial channels have been assigned to Huntsville (19, 25, 31). There are presently two commercial applicants for Channel 19. There have been no applications as yet for Channel 25, which was assigned to Huntsville only as of March 15, 1962, in Docket No. 14120 (FCC 62-161). A permittee on Channel 31 is presently conducting program tests and its application for license is pending. Pulaski, Tennessee, with a population of 6,616, presently has commercial Channel 44 assigned to it. No authorization is outstanding nor is any application pending for this channel.

4. No comments or reply comments have been filed concerning the reservation of Channel 44 for noncommercial educational use in Huntsville. Due to the population growth (16,437 and 72,365 in 1950 and 1960, respectively), there is assertedly a shortage of teachers and classrooms in the Huntsville area. Furthermore, it is claimed in the petition requesting the reassignment and reservation of Channel 44 that a number of civic groups have expressed an interest in educational TV in Huntsville.

5. The Commission also has before it an additional petition (RM-346) from the above-mentioned petitioner filed May 28, 1962, requesting that Channel 25 in Huntsville be reserved for noncommercial educational use, instead of Channel 44.

6. Channel 25 was assigned to Huntsville as a commercial station only as of March 15, 1962. AETC did not avail itself of the opportunity of filing comments in that proceeding. There are presently two groups actively seeking a commercial channel in Huntsville. Channels 19 and 25 are the only commercial channels available.

7. In view of the foregoing, the Commission finds that the reassignment and reservation of Channel 44 to Huntsville as a noncommercial educational station,¹ rather than the reservation of Channel 25 in Huntsville, is in the public interest.

8. We call attention to Docket No. 14229 in which the Commission announced that it would examine the present Table of Assignments and method of making assignments with a view toward fostering the expanded use of UHF channels and making the most efficient use of such channels. Although no final decision has been reached in this proceeding, we are concluding the subject proceeding so as to avoid delaying

¹ The distance from Gadsden, Alabama (assigned unused Channel 37) to Huntsville, Alabama, is just 60 miles. Therefore, it is important that any persons wishing to use Channel *44 in Huntsville be made aware of and carefully observe the provisions of § 3.611 of the rules.

AETC in proceeding with its educational television plans. In the future it may become necessary to change the specific channels assigned. If this becomes necessary, every effort will be made to avoid changing those channels on which educational stations are operating or where authorized construction has reached a stage where a change in channel assignment would require the expenditure of additional funds.

9. Authority for the action taken herein is contained in sections 4 (i) and (j), 303, and 307(b) of the Communications Act of 1934, as amended.

10. In view of the foregoing: *It is ordered*, That the petition in RM-346 is denied, and the petition in Docket No. 14612 (RM-316) is granted.

11. *It is further ordered*, That effective November 5, 1962, the Table of Assignments contained in § 3.606 of the Commission rules and regulations is amended to (1) change the Huntsville entry under the State of Alabama to read:

City	Channel No.
Huntsville, Ala-----	19, 25+, 31+, *44—

and (2) delete the entry for Pulaski, Tennessee.

(Sec 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interpret or apply secs. 303, 307, 48 Stat. 1082, 1083; 47 U.S.C. 303, 307)

Adopted: September 18, 1962.

Released: September 19, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9497; Filed, Sept. 21, 1962; 8:52 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Merced National Wildlife Refuge, California

The following special regulation is issued and is effective on date of publication in the FEDERAL REGISTER.

§ 32.22 Special Regulations; upland game birds for individual wildlife refuge areas.

CALIFORNIA

MERCED NATIONAL WILDLIFE REFUGE

Public hunting of upland game birds on the Merced National Wildlife Refuge, California, is permitted only on the area designated by signs as open to hunting. This open area, comprising 1,160 acres, is delineated on a map available at the refuge headquarters and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1002 N.E. Holladay, Portland 8, Oregon. Hunting shall be subject to the following conditions:

(a) Species permitted to be taken: Ring-necked pheasants.

RULES AND REGULATIONS

(b) Open season: 8:00 a.m. to 4:30 p.m., November 10, 11, 14, 17, 18, and 20 through 25, 1962.

(c) Bag limits: Two cocks.

(d) Methods of hunting:

1. Weapons—Shotguns only (not larger than 10 gauge and incapable of holding more than three (3) shells) may be used.

2. Dogs—Not to exceed two (2) dogs per hunter may be used.

(e) Other provisions:

1. The provisions of this special regulations supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32.

2. A Federal permit is not required to enter the public hunting area, but hunters must report at checking stations and obtain State hunting permit.

3. The provisions of this special regulation are effective to November 26, 1962.

HARRY A. GOODWIN,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 13, 1962.

[F.R. Doc. 62-9472; Filed, Sept. 21, 1962;
8:46 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Bureau of Customs

[19 CFR Part 10]

ARTICLES FROM MEXICO; RETURNING RESIDENT'S EXEMPTION

Notice of Proposed Revocation of Treasury Decision 49925

Treasury Decision 49925, dated July 28, 1939, issued under the authority of Paragraph 1798, Tariff Act of 1930, as amended, provides that residents of the United States, returning thereto through any of the ports in collection district 25 (San Diego), shall not be granted the \$100 exemption, or any part thereof, in the case of articles acquired in Mexico unless such residents shall have remained beyond the territorial limits of the United States for a period of not less than twenty-four hours.

It has been concluded that the 24-hour absence requirement is no longer necessary. Therefore, notice is given pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 1003) that under the authority of paragraph 1798 (d) of the Tariff Act of 1930, as amended (19 U.S.C. 1201 (par. 1798(d))), it is proposed to revoke Treasury Decision 49925 and to amend footnote 24 to Part 10 of the Customs Regulations to indicate that there is in effect no special regulation providing a minimum absence requirement under paragraph 1798(d) of the Tariff Act of 1930, as amended.

Prior to the revocation of Treasury Decision 49925, consideration will be given to any relevant data, views, or arguments which are submitted in writing to the Commissioner of Customs, Bureau of Customs, Washington 25, D.C., and received not later than 30 days from the date of publication of this notice in the FEDERAL REGISTER. No hearing will be held.

[SEAL] PHILIP NICHOLS, JR.,
Commissioner of Customs.

Approved: September 14, 1962.

JAMES A. REED,
Assistant Secretary of the
Treasury.

[F.R. Doc. 62-9485; Filed, Sept. 21, 1962;
8:49 a.m.]

Internal Revenue Service

[26 CFR Parts 48, 49]

EXCISE TAXES

Notice of Hearing on Proposed Regulations

Proposed amendments to the regulations under sections 4261 through 4264 of the Code, relating to tax on the trans-

portation of persons, and section 6421(b) and (d) (2) of the Code, relating to refund for gasoline used by local transit systems, were published in the FEDERAL REGISTER for September 14, 1962.

A public hearing on the provisions of these proposed regulations will be held on Friday, October 19, 1962, at 10:00 a.m., e.d.s.t., in Room 5303, Internal Revenue Building, Twelfth and Constitution Avenue NW., Washington, D.C.

Persons who plan to attend the hearing are requested to notify the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., by October 17, 1962.

[SEAL] MAURICE LEWIS,
Director, Technical Planning
Division, Internal Revenue
Service.

[F.R. Doc. 62-9476; Filed, Sept. 21, 1962;
8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 929]

CRANBERRIES

Notice of Proposed Rule Making With Respect to Expenses and Fixing of Rate of Assessment for 1962-63 Fiscal Year

Consideration is being given to the following proposals submitted by the Cranberry Marketing Committee, established pursuant to the marketing agreement and Order No. 929 (7 CFR Part 929; 27 F.R. 8101), regulating the handling of cranberries effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), as the agency to administer the terms and provisions thereof: (1) That the reasonable expenses that are likely to be incurred during the fiscal period ending July 31, 1963, for the maintenance and functioning of the committee established under the aforesaid marketing agreement and order will amount to \$49,500, and (2) that there be fixed the rate of assessment at four and one half cents (\$0.0450) per barrel of cranberries, or an equivalent quantity of cranberries, handled by him as the first handler thereof during said fiscal period.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals should file same with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Room 2077, South Building, Washington 25, D.C., not later than the close of business on the 10th day after the publication of this notice in the FEDERAL REGISTER. All documents should be filed in quadruplicate.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 18, 1962.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable
Division, Agricultural
Marketing Service.

[F.R. Doc. 62-9482; Filed, Sept. 21, 1962;
8:48 a.m.]

[7 CFR Part 989]

HANDLING OF RAISINS PRODUCED FROM GRAPES GROWN IN CALIFORNIA

Notice of Proposed Amendment of Administrative Rules and Regulations

Notice is hereby given of a proposal to amend the administrative rules and regulations, as amended (Subpart—Administrative Rules and Regulations, 7 CFR 989.101-989.176; 27 F.R. 3112), effective under the marketing agreement, as amended, and Order No. 989, as amended (7 CFR Part 989), regulating the handling of raisins produced from grapes grown in California. The amended marketing agreement and order (hereinafter referred to collectively as the "order") are effective pursuant to the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674).

The proposal is based on a recommendation of the Raisin Administrative Committee, established under the order. Its purpose is to achieve a more accurate and uniform determination of sand tare, including other foreign materials in the raisins, and hence of the net weight of the raisins acquired by handlers. Also, since insect infestation is determined from the residual sand and other foreign material screened from the raisins, the procedure for determination of such tare is intended to provide more uniform inspections.

Consideration will be given to any written data, views, or arguments pertaining to the proposal which are received by the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than the eighth day after the date of publication of this notice in the FEDERAL REGISTER.

The proposal is as follows:

1. In § 989.158(a) (1), the word "appropriate" appearing in the last sentence is deleted, and a new sentence is added to read: "The sand tare shall be the weight of the sand and other foreign material removed from the raisins by passing the raisins over a screen (of a type commonly used by the industry for such purpose) having thirty-six square openings to the square inch, with each

opening being one-eighth of an inch square."

2. In § 989.158(c), between the third and fourth sentences of subparagraph (4) (i), a sentence is inserted to read: "When necessary due to the presence of sand, as determined by the inspection service, the requirement for deducting sand tare and the manner of its determination, as prescribed in paragraph (a) (1) of this section, shall apply in computing the net weight of any such successfully reconditioned natural condition raisins."

Dated: September 19, 1962.

PAUL A. NICHOLSON,
Deputy Director,
Fruit and Vegetable Division.

[F.R. Doc. 62-9503; Filed, Sept. 21, 1962;
8:52 a.m.]

Agricultural Stabilization and Conservation Service

[7 CFR Part 729]

PEANUTS

Notice of Proposed Proclamations

The Secretary of Agriculture is required by section 358(a) of the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1358(a)), to proclaim, between July 1 and December 1 of each calendar year, the amount of the national marketing quota for peanuts for the crop produced in the next succeeding calendar year. The amount of such quota is the total quantity of peanuts which will make available for marketing a supply of peanuts from the crop with respect to which the quota is proclaimed equal to the average quantity of peanuts harvested for nuts during the five years immediately preceding the year in which such quota is proclaimed, adjusted for current trends and prospective demand conditions.

Section 358(a) of the Act further provides that the national marketing quota for peanuts shall be converted to a national acreage allotment by dividing such quota by the normal yield per acre of peanuts for the United States determined by the Secretary on the basis of the average yield per acre of peanuts in the five years preceding the year in which the quota is proclaimed, with such adjustment as may be found necessary to correct for trends in yields and for abnormal conditions of production affecting yields.

Section 358(a) of the act also requires that the national marketing quota be a quantity of peanuts sufficient to provide a national acreage allotment of not less than 1,610,000 acres.

Section 358(c) (1) of the Act (7 U.S.C. 1358(c) (1)) provides that the national acreage allotment for any year, less the acreage to be allotted to new farms under section 358(f) of the act (7 U.S.C. 1358(f)), shall be apportioned among the States on the basis of their share of the national acreage allotment for the most recent year in which such apportionment was made. Pursuant to this provision of the act, the national acreage allotment for the 1963 crop of peanuts

will be apportioned to States on the basis of their share of the 1962 national acreage allotment.

As required by section 358(b) of the Agricultural Adjustment Act of 1938 (7 U.S.C. 1358(b)), a referendum of farmers who were engaged in the production of the 1962 crop of peanuts will be held not later than December 15, 1962, to determine whether such farmers are in favor of or opposed to peanut marketing quotas for the crops of peanuts produced in the calendar years 1963, 1964, and 1965. It is the present intention to establish December 11, 1962 as the date on which the referendum will be held.

Before any action is taken with respect to proclaiming the national marketing quota, establishing the national acreage allotment, apportioning the national acreage allotment among the States, determining the percentage of the national acreage allotment to be reserved for new farms, and announcing the date for the referendum, consideration will be given to any data, views, and recommendations relating thereto which are submitted in writing to the Director, Oils and Peanut Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington 25, D.C. All written submissions must be postmarked not later than 15 days after publication of this notice in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 19, 1962.

H. D. GODFREY,
Administrator, Agricultural Sta-
bilization and Conservation
Service.

[F.R. Doc. 62-9504; Filed, Sept. 21, 1962;
8:52 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Parts 221, 302, 399]

[Docket No. 14035]

AIR CARRIERS AND FOREIGN AIR CARRIERS

Processing of Tariff Proposals and Posting of Tariff Changes; Notice of Proposed Rule Making

SEPTEMBER 19, 1962.

Notice is hereby given that the Civil Aeronautics Board is proposing new and amended rules and a policy statement which are designed to expedite the processing of tariff proposals and to provide more realistic notice to air travelers of tariff changes between the time a ticket is purchased and actual transportation is to begin.

The principal features of the proposed rules and policy statement are explained in the explanatory statement below and the proposed rules and policy statement are set forth below. These rules and policy statement are proposed under authority of sections 204(a), 403, 1001, and 1002 of the Federal Aviation Act of 1958 (72 Stat. 743, 758, 788; 49 U.S.C. 1324, 1373, 1481, and 1482).

Interested persons may participate in the proposed rule making through sub-

mission of ten (10) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington 25, D.C. All relevant matter in communications received on or before October 22, 1962, will be considered by the Board before taking final action on the proposed rules. Upon receipt by the Board, copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 711, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

Explanatory statement. The Board has reviewed its rules and policies respecting the time available for processing, by the Board, of tariff filings and is of the view that various amendments thereto are desirable. In addition, the Board is concerned over the adequacy of notice given the traveling public where a fare is subject to change between the time a ticket is purchased and actual transportation is to begin.

Section 403(c) of the Act requires a carrier to give at least thirty days' notice of any proposed tariff change, except in instances where the Board may, in the public interest, allow such tariff changes upon less than thirty days' notice. As a matter of practice, air carriers generally file their tariff proposals thirty (30) days before the effective date of the tariff. Section 302.505 of the Board's rules of practice provides that complaints requesting suspension of a tariff proposal must be filed at least fifteen (15) days before the effective date of the tariff, except where a "posting date" is printed upon a tariff, in which case complaints must be filed within fifteen (15) days after the "posting date." Section 302.6 of these rules provides that answers to such complaints must be filed within seven (7) days. As a result of these provisions, the Board and its staff have less than seven (7) days prior to the effective date of a tariff proposal to study and analyze such proposals on the basis of all filed complaints and answers. The Board has found that this seven (7) day period is extremely short for a full and careful study of a tariff publication, particularly a proposal involving major or controversial changes. Moreover, as a result of the shortness of this period, Board action on a proposal generally cannot be made public earlier than a few days before the proposal is to become effective. Consequently, the status of a tariff proposal is not known by the air traveler or the carrier until shortly before it is to become effective. This situation has resulted in numerous problems for the carriers, the traveling public, and the Board.

The Board, therefore, is proposing herein a policy statement and various amendments to its economic regulations and rules of practice which are designed to give the Board more time to study and analyze tariff proposals, to announce its action well in advance of the effective date of the proposal, and to provide more effective notice to the public of possible

tariff changes between the time a ticket is purchased and actual transportation is to begin.

1. The Board proposes to adopt a new policy statement which, in substance, would state that where a tariff proposal is filed at least forty-five (45) days prior to its effective date and the carrier prints a "posting date" on the tariff, the Board will make its decision on whether to suspend such tariff at least fifteen (15) days prior to the effective date thereof. The Board's rules already allow a carrier to place a "posting date" upon a tariff that is filed with the Board more than thirty (30) days prior to its effective date, and provide that with respect to such tariffs, complaints requesting suspension must be filed not more than fifteen (15) days after the "posting date." As hereinafter discussed, the Board is proposing a ten (10) day period for the filing of complaints where a "posting date" is printed on the tariff in lieu of the present fifteen (15) day period. This is expected to give the Board sufficient time to act upon the tariff not later than fifteen (15) days before its effective date, except in rare situations. In these cases the Board will so advise the carrier by letter at least fifteen (15) days prior to the effective date of the tariff.

The Board is aware that a carrier who files on forty-five (45) days' notice may be placed at a competitive disadvantage by a competing carrier who files a competitive tariff on less than forty-five (45) days' notice and thereby enjoys the advantage of an earlier effective date. In such cases the Board may grant special tariff permission to permit the earlier filed tariff to go into effect at the same time. There are, however, many tariffs which can be filed on forty-five (45) days' notice without encountering this competitive problem. Moreover, this particular problem could be overcome by the carriers' entering into agreements among themselves to file all, or certain kinds of tariffs on forty-five (45) days' notice. The Board would favorably consider such an agreement if filed pursuant to section 412 of the Act.

2. Section 221.165 of the economic regulations requires air carriers filing tariffs to state in a covering transmittal letter the proposed changes in the rate, fare or charge as well as the reasons for such changes. The purpose of this rule is twofold, namely, (1) to provide the Board with a basis for deciding whether to suspend and investigate, or just investigate and allow a tariff to become effective, and (2) to provide data and information in order to expedite the Board's processing of tariff proposals. However, experience has demonstrated that in most instances the information and data submitted pursuant to this rule have not been adequate to accomplish these purposes.

Accordingly, the Board proposes to amend this rule by specifically listing the information which it considers essential for establishing a basis for Board action. Such detailed information and data will permit the Board and its staff to devote more time to evaluation and analysis of data and information since less time would be spent on gathering

such necessary data and information. In brief, the proposal will require that with every tariff publication a transmittal letter be submitted setting forth an explanation of the fare or rate structure, the theory of ratemaking employed, economic data and information in support of the tariff proposal, and a table listing the old rate, fare or charge, the proposed rate, fare or charge, and the percentage difference. With respect to proposed tariff changes in cargo rates, we will in addition require a table showing the actual volume of traffic and amount of revenue realized at the existing rate and the anticipated volume of traffic and revenue under the proposed rate.

The Board is of the opinion that the preparation and submission of these data and information will not place any substantial burden on the carrier since such data and information are usually prepared by the carrier for its own use prior to the filing of a tariff proposal.

3. Subpart E of Part 302 of the Board's rules of practice contains special procedural rules applicable to proceedings with respect to rates, fares and charges. Section 302.505 of this subpart now provides that interested persons must file complaints requesting suspension of a tariff fifteen (15) days prior to the effective date unless a "posting date" is printed on the tariff. Section 302.6 of Subpart A of Part 302 provides that answers to such complaints must be filed within seven (7) days. The Board proposes to amend § 302.505 by requiring that complaints be filed at least twenty (20) days prior to the effective date of the tariff except where a "posting date" is printed on the tariff, adopt a new paragraph requiring that answers to such complaints be filed within five (5) days, and a new rule requiring that a person who intends to file a complaint against a tariff file a notice stating his intention to file such a complaint at least twenty-five (25) days before a tariff is to become effective. The first two proposals are designed to allow the Board and its staff more time to study and review all documents filed in connection with a tariff proposal. The purpose of the provision regarding notice of intention to file a complaint is to alert all concerned that a complaint will be forthcoming, which in turn will permit the staff to plan its workload and more efficiently process its recommendations to the Board. In addition, this proposal will provide notice to the filing carrier and other interested persons that an answer to the complaint may be necessary and accordingly give them additional time to assemble data and information in support of their answers. With respect to tariff proposals on which a "posting date" is printed pursuant to § 221.31(a) (10) similar periods for filing complaints and answers are proposed. Thus, when a "posting date" is printed on a tariff, a notice of intention to file complaint must be filed within five (5) days after the "posting date," complaints must be filed within ten (10) days after the "posting date," and answers to such complaints must be filed not more than five (5) days thereafter.

4. The Board is concerned over the adequacy of notice given to passengers who purchase tickets, the fare for which is subject to change before actual transportation is to begin. Recently, the Board was advised that many passengers purchased tickets at a reduced fare and made reservations without knowledge that the reduced fare was due to expire before their actual transportation was to begin. Either through advance contact with the passengers or at the time these passengers checked in at the carriers' ticket counters preparatory to boarding the aircraft, they were advised that the reduced fare had expired and that if they wished transportation they would be required to pay a higher fare. As a result, many passengers experienced undue hardships and, in addition, many complained about the practice of being required to pay the added charge subsequent to purchase and payment for a ticket at the then lawful tariff fare. This type of situation arises as a result of the application of the general tariff rule which provides that the fare shall be charged in accordance with the tariff in effect on the day when transportation commences. Such tariff fare may well be different from the one pursuant to which the ticket was sold at an earlier date.¹

The Board is of the opinion that steps should be taken to prevent such a situation from developing again. In this connection, the Board is concurrently ordering an investigation of the lawfulness of the above-noted tariff rule. We believe the impact of the present rule could be substantially mitigated if passengers were given adequate notice of the effect of its provisions. Accordingly, the Board is herein proposing rules which would require the carrier to give notice to the purchaser of a ticket that the price of his ticket is subject to change prior to the time transportation is to commence. This notice could be given by affixing an appropriate notation to the ticket.

There is however one important exception to this rule. Where a carrier has an effective tariff rule providing, in substance, that once a ticket is purchased it is not subject to any future price adjustment, irrespective of an intervening tariff change, the carrier would not be required to attach such notice to the ticket.

In the event the Board, after receipt of comments, decides to adopt the "notice rule" it may be necessary to make an appropriate amendment to § 221.63 (b) of Part 221, and any other provisions of Part 221 which may be inconsistent with such rule.

5. In addition to the aforementioned proposals, the Board also proposes an amendment to Subpart E of Part 302 which clarifies the method of computing the time within which complaints must be filed against a tariff publication.

¹ Instances in which this would occur are where the tariff fare under which the ticket was issued is due to expire by its terms; where the carrier has filed a new tariff changing the fare; or where the ticket was issued pursuant to a tariff not yet effective and subject to rejection or suspension by the Board.

PROPOSED RULE MAKING

Section 302.16 of the Board's rules of practice contains a method for computing any period of time prescribed by the rules of practice, order or regulation of the Board, the Chief Examiner, or an Examiner, or by any applicable statute. The method contained in this rule is applicable only to situations where the designated period begins to run after a certain date. Rule 16 does not cover situations where an act is required to be done a given number of days prior to a certain date as in the case of filing complaints. This situation should be clarified and, accordingly, the Board is proposing an appropriate amendment to Subpart E. This amendment will provide that in counting back from the effective date of the tariff the first day counted is the day preceding the effective date, and that the last day of the designated period is the last day the complaint must be filed. For example, a tariff is filed which has an effective date of May 1. Section 302.505 presently requires that complaints against such tariff must be filed at least fifteen (15) days before the effective date. In determining the day the complaint must be filed, the day before the effective date of the tariff, or April 30, would be the first day counted and April 16 would be the fifteenth day and the last day on which the complaint may be filed. In the event the fifteenth day in this example falls on a Saturday, Sunday or a legal holiday, then the complaint may be filed on the following business day.

PROPOSED RULES

1. Amend § 221.165 of the economic regulations (14 CFR Part 221) to read as follows:

§ 221.165 Explanation and data supporting tariff changes and new matter in tariff publications.

Where a tariff publication is filed with the Board which contains new or changed rates, fares, charges, rules or practices, the issuing air carrier or agent shall submit with, or prior to the filing of such publication, a transmittal letter containing the following information and data:

(a) An explanation of the rate, fare structure, rule or practice and the underlying theory of ratemaking used by the air carrier in making the tariff change or inserting the new matter.

(b) Economic data in support of the changes or new matter in the tariff publication on which the proponent intends the Board to rely.

(c) A table listing in the first column the existing rates, fares or charges, in the second column the proposed rates, fares, or charges, and in the third column the difference between column 1 and column 2, expressed in terms of a percentage.

(d) In tariff publications involving proposed changes in cargo rates in addition to the information and data required by paragraphs (a), (b), and (c) of this section, a table showing:

(1) The actual volume of traffic and the amount of revenue realized at the existing rate or rates between the points involved.

(2) The anticipated volume of traffic and the amount of revenues at the proposed rate or rates between the points involved, and the basis for such estimates.

§ 221.171 [Amendment]

2. Amend paragraph (b) of § 221.171 by changing the period at the end of the paragraph to a semicolon and adding the following provision: " * * * and in the case of tariffs involving passenger fares, rules, charges or practices, notice to the passenger as required in § 221.174."

3. By adding a new § 221.174 to read as follows:

§ 221.174 Notification to the passenger of status of fare, rule, charge or practice.

A carrier or ticket agent shall affix to every purchased passenger ticket a notice stating that the price of the ticket is subject to adjustment prior to the commencement of transportation, except that such notice is not required where a passenger ticket is sold pursuant to an effective tariff rule which provides that the price of such ticket is not subject to any future adjustment during the validity of the ticket.

4. Amend § 302.505 of the Board's rules of practice (14 CFR Part 302) to read:

§ 302.505 Complaints requesting suspension of tariffs; answer to complaints.

(a) Any person who intends to file a complaint requesting suspension of any tariff shall at least twenty-five days before the effective date of the tariff, or, if a posting date is printed on such tariffs, within five days thereafter, direct a letter or telegram to the Board stating that he intends to file a formal complaint requesting suspension of the tariff.

(b) Formal complaints seeking suspensions of tariffs pursuant to section 1002(g) of the act shall fully identify the tariff and include reference to the name of the publishing carrier or agent, to the CAB number, and to specific items or particular provisions protested or complained against. The complaint should indicate in what respect the tariff is considered to be unlawful, and state what complainant suggests by way of substitution.

(c) A complaint requesting suspension of any tariff filed under the Act ordinarily will not be considered unless paragraphs (a) and (b) of this section are complied with and such complaint is filed at least twenty days before the effective date of the tariff, or, in the event a posting date is printed on a tariff, unless the complaint is filed within ten (10) days after said posting date.

(d) In an emergency satisfactorily shown by complainant, and within the time limits herein provided, a telegraphic complaint may be sent to the Board and to the publishing carrier or agent stating the grounds relied upon, but such a telegraphic complaint must immediately be confirmed by complaint filed and served in accordance with this section.

(e) Answers to complaints shall be filed within five (5) days after the complaint is filed.

5. Add a new § 302.508 to Subpart E to read as follows:

§ 302.508 Computing time for filing complaints.

In computing the time for filing formal complaints pursuant to § 302.505, with respect to tariffs which do not contain a posting date, the first day preceding the effective date of the tariff shall be the first day counted, and the last day so counted shall be the last day for filing unless such day is a Saturday, Sunday, or legal holiday for the Board in which event the period for filing shall be extended to the next successive day which is neither a Saturday, Sunday, nor holiday. The computation of the time for filing complaints as to tariffs containing a posting date shall be governed by § 302.16.

6. Amend Part 399—*Statements of General Policy* (14 CFR Part 399) by the addition of a new § 399.40 to read:

§ 399.40 Processing of tariff publications filed on 45 days', or longer, notice.

In the case of tariff publications filed with the Board 45 days or more in advance of the effective date and where a posting date is placed upon the tariff pursuant to § 221.31(a)(10) of the Board's economic regulations, it is the policy of the Board to issue an order, if any, suspending the tariff publication and ordering an investigation at least fifteen (15) days before such tariff publication is to become effective. In the event the Board, for any reason, cannot take action on a tariff publication within the time specified herein the Board will notify the filing carrier or his agent of this fact at least fifteen (15) days before the effective date of the tariff.

[F.R. Doc. 62-9492; Filed, Sept. 21, 1962; 8:51 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 600]

[Airspace Docket No. 62-EA-54]

FEDERAL AIRWAY

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6203 of the regulations of the Administrator, the substance of which is stated below.

Low altitude VOR Federal airway No. 203 and its associated control areas extend in part from Albany, N.Y., to Massena, N.Y. The Federal Aviation Agency has under consideration the alteration of Victor 203 by expanding the width of that segment of the airway from 45 nautical miles from the Albany VORTAC to 45 nautical miles from the Massena VOR to a 14-mile width. Increasing the width of this segment of the airway would

provide protection for aircraft operating along this airway while at a distance greater than 45 nautical miles from either navigation facility.

The control areas associated with this airway segment are so designated that they would automatically conform to the altered airway. The vertical extent of this airway segment would remain as designated pending review of the adjacent airspace. Separate actions would be initiated to implement on an area basis Amendment 60-21 to Part 60 of the Civil Air Regulations.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Eastern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 17, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9466; Filed, Sept. 21, 1962;
8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 62-SW-35]

CONTROL ZONES

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to §§ 601.2331 and 601.2423 of the regulations of the Administrator, the substance of which is stated below.

The Lake Charles, La. (Chennault AFB) control zone (§ 601.2331) is designated within a 5-mile radius of the Chennault AFB; within 2 miles either side of the 191° True bearing from the Lake

Charles radio beacon extending from the 5-mile radius zone to 12 miles south of the radio beacon; within 2 miles either side of the Lake Charles VOR 334° True radial extending from the VOR to the Lake Charles ILS outer marker; and within 2 miles either side of the Chennault AFB TACAN 341° True radial extending from the 5-mile radius zone to 9 miles northwest of the TACAN.

The Federal Aviation Agency has under consideration the redesignation of the Chennault AFB control zone within a 5-mile radius of the Chennault AFB (lat. 30°12'40" N., long. 93°08'35" W.); within 2 miles either side of the Chennault AFB ILS localizer northwest course extending from the 5-mile radius zone to the Chennault AFB ILS outer marker; within 2 miles either side of the Chennault AFB TACAN 338° True radial extending from the 5-mile radius zone to 7 miles northwest of the TACAN; and within 2 miles either side of the Lake Charles VOR 334° True radial extending from the 5-mile radius zone to the VOR, excluding the portion which would coincide with the Lake Charles Municipal Airport control zone. This would provide protection for aircraft executing instrument approach and departure procedures at Chennault AFB.

The Lake Charles Municipal Airport control zone (§ 601.2423) is designated within a 5-mile radius of the Lake Charles Municipal Airport excluding the portion which coincides with the Chennault AFB control zone.

The Federal Aviation Agency has under consideration the redesignation of the Lake Charles Municipal Airport control zone within a 5-mile radius of the Lake Charles Municipal Airport (lat. 30°07'30" N., long. 93°13'20" W.); within 2 miles either side of the Lake Charles VOR 259° True radial extending from the 5-mile radius zone to 1 mile west of the VOR; within 2 miles either side of the Lake Charles ILS localizer northwest course extending from the 5-mile radius zone to the outer marker; and within 2 miles either side of the Lake Charles ILS localizer southeast course extending from the 5-mile radius zone to 6 miles southeast of the localizer. This would provide protection for aircraft executing newly established instrument approach and departure procedures at the Lake Charles Municipal Airport. In addition, the alterations to these control zones, proposed herein, reflect the responsibility for approach control service to both airports being vested in the Lake Charles FAA control tower.

To permit fulfillment of the urgent airspace requirements at the earliest practicable date, this action is being proposed in advance of the implementation of Amendments 60-21 and 60-29 to the Civil Air Regulations, Part 60, Air Traffic Rules, in the entire Lake Charles area. Upon completion of the area review of the airspace requirements attendant to full implementation of these amendments, separate airspace action will be initiated proposing the conversion of the control area extensions in this area to transition areas with appropriate floor assignments, and the designation

of appropriate airway floors consistent with en route requirements.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C. on September 17, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9465; Filed, Sept. 21, 1962;
8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 62-KC-4]

TRANSITION AREA

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.10845 of the regulations of the Administrator, the substance of which is stated below.

The Marion, Ill., transition area is presently designated as that airspace extending upward from 1,200 feet above the surface within 12 miles south and 8 miles north of the Farmington, Mo., VORTAC 082° True radial extending from 22 miles west to 10 miles east of the intersection of the Farmington VORTAC 082° and the Centralia, Ill., VOR 169° True radials (Marion Intersection).

The Federal Aviation Agency has under consideration the redesignation of the Marion transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Southern Illinois Airport (latitude 37°46'50" N., longitude 89°15'10" W.) Carbondale, Ill., and within 2 miles either side of the 339° True bearing from the

PROPOSED RULE MAKING

[14 CFR Part 601]

[Airspace Docket No. 62-SO-16]

TRANSITION AREA

Proposed Alteration

Southern Illinois Airport extending from the 5-mile radius area to 8 miles northwest of the airport; within a 5-mile radius of the Williamson County Airport (latitude 37°45'15" N., longitude 89°00'40" W.) Marion, Ill.; and within 2 miles either side of the 014° True bearing from the Williamson County Airport extending from the 5-mile radius area to 8 miles northeast of the airport; including the airspace extending upward from 1,200 feet above the surface bounded by a line beginning at latitude 37°39'00" N., longitude 88°48'00" W., thence to latitude 37°35'00" N., longitude 89°23'30" W., thence to latitude 37°54'00" N., longitude 89°30'00" W., thence to latitude 37°59'00" N., longitude 89°16'00" W., thence to latitude 37°54'00" N., longitude 88°48'00" W., thence to the point of beginning.

This alteration of the Marion transition area would provide additional controlled airspace for the protection of aircraft executing prescribed instrument approach and departure procedures at the Southern Illinois Airport and the Williamson County Airport, and for holding procedures at the Marion Intersection (intersection of the Farmington, Mo., VORTAC 082° and the Centralia, Ill., VOR 169° True radials).

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 18, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9467; Filed, Sept. 21, 1962;
8:45 a.m.]

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.10824 of the regulations of the Administrator, the substance of which is stated below.

The Hattiesburg, Miss., transition area is presently designated as that airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR, excluding the portion which coincides with R-4401.

The Federal Aviation Agency has under consideration the alteration of the Hattiesburg transition area to include the airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hattiesburg, Miss., Municipal Airport; within 2 miles either side of the Hattiesburg VOR 154° True radial extending from the 5-mile radius zone to the VOR, and within 2 miles either side of the 315° True bearing from the Hattiesburg Airport extending from the 5-mile radius zone to 12 miles northwest of the airport. This transition area would provide protection for aircraft executing prescribed instrument approach and departure procedures at the Hattiesburg Airport.

If this action is taken, the Hattiesburg, Miss., transition area would be redesignated as that airspace extending upward from 700 feet above the surface within a 5-mile radius of the Hattiesburg, Miss., Municipal Airport (lat. 31°16'01" N., long. 89°15'16" W.); within 2 miles either side of the Hattiesburg VOR 154° True radial extending from the 5-mile radius zone to the VOR; within 2 miles either side of the 315° True bearing from the Hattiesburg Municipal Airport extending from the 5-mile radius zone to 12 miles northwest of the airport; and the airspace extending upward from 1,200 feet above the surface within a 20-mile radius of the Hattiesburg VOR, excluding the portion which would coincide with the Camp Shelby, Miss., Restricted Area (R-4401).

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southern Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 52 Fairlie Street NW., Atlanta 3, Ga. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C.

Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 17, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9468; Filed, Sept. 21, 1962;
8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 62-KC-11]

TRANSITION AREA

Proposed Designation

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13) notice is hereby given that the Federal Aviation Agency (FAA) is considering an amendment to Part 601 of the regulations of the Administrator, the substance of which is stated below.

The FAA has under consideration the designation of a transition area at Bellaire, Mich. The proposed transition area would be designated as that airspace extending upward from 700 feet above the surface within an 8-mile radius of the Antrim County Airport (lat. 44°59'10" N., long. 85°11'55" W.); and the airspace extending upward from 1,200 feet above the surface within 5 miles northeast and 8 miles southwest of the 328° True bearing from the airport extending from the 8-mile radius area to 12 miles northwest of the airport. The portion of this transition area with a floor of 700 feet above the surface would provide protection for aircraft executing instrument approach and departure procedures. This area is proposed with an 8-mile radius to provide protection for departing aircraft which must climb above terrain, in close proximity to the airport, which varies in heights from 100 to 500 feet above the elevation of the airport. The portion of this transition area extending upward from 1,200 feet above the surface would provide protection for aircraft in holding patterns northwest of the airport and for aircraft executing instrument approach procedures.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, Washington 25, D.C.

tion Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 17, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9470; Filed, Sept. 21, 1962; 8:46 a.m.]

[14 CFR Part 602]

[Airspace Docket No. 62-WE-53]

JET ROUTES

Proposed Alteration

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency (FAA) is considering amendments to § 602.100 of the regulations of the Administrator, the substance of which is stated below.

Jet Route No. 4 is presently designated in part from the Los Angeles, Calif., VOR to the Gila Bend, Ariz., VORTAC via the Thermal, Calif., VORTAC and the intersection of the Thermal VORTAC 088° and the Gila Bend VORTAC 315° True radials. The FAA has under consideration the alteration of this segment of J-4 from the Los Angeles VOR via the intersection of the Los Angeles VOR 099° and the Blythe, Calif., VORTAC 272° True radials; the Blythe VORTAC; the intersection of the Blythe VORTAC 096° and the Gila Bend VORTAC 315° True radials; to the Gila Bend VORTAC.

Jet Route No. 65 is presently designated in part from the Phoenix, Ariz., VORTAC to the Palmdale, Calif., VOR via the intersection of the Phoenix VORTAC 280° and the Thermal VORTAC 088° True radials and the Thermal VORTAC. The FAA has under consideration the alteration of this segment of J-65 from the Phoenix VORTAC via the intersection of the Phoenix VORTAC 272° and the Blythe VORTAC 096° True radials; the Blythe VORTAC; the intersection of the Blythe VORTAC 272° and the Palmdale VOR 124° True radials; to the Palmdale VOR.

An FAA flight inspection has determined that adequate signal coverage along the Thermal VORTAC 088° True radial does not exist below flight level 350 in the area of its intersection with the Phoenix VORTAC 280° and the Gila Bend VORTAC 315° True radials. The FAA is, therefore, proposing to realign J-4 and J-65 via the Blythe VORTAC instead of the Thermal VORTAC in order to provide adequate signal coverage for aircraft utilizing these routes between flight level 240 and flight level 350. Additionally, the alteration of J-65 would cause it to directly overlie Intermediate Altitude airway No. 1536 between Blythe and Phoenix and provide easier transitions for jet aircraft arriving and departing Phoenix.

The jet advisory areas associated with J-4 and J-65 are so designated that they would automatically conform to the altered routes.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Western Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 9, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room A-103, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on September 17, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9469; Filed, Sept. 21, 1962; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 14782 (RM-35); FCC 62-980]

TELEVISION BROADCAST STATION IN VINCENNES, INDIANA

Proposed Table of Assignments

1. Notice is hereby given in the above-entitled matter.

2. The Commission has before it for consideration a request for rule making filed July 9, 1962, by Vincennes University, Vincennes, Indiana, requesting the reservation of Channel 52 in Vincennes as a noncommercial educational station.

3. Vincennes, Indiana, with a population of 18,046, located in Knox County whose population, according to the 1960 U.S. Census, is 41,561, presently has assigned to it Channel 52. There is neither application nor license outstanding for this channel. It will be possible to assign an additional channel to Vincennes for commercial purposes if the need arises.

4. Channel 52 was originally assigned to Vincennes on the request of the University in Docket No. 13945 (RM-218) by a Report and Order released April 3, 1961. There was no request for reservation at that time. Following the allocation of Channel 52 to Vincennes, and during the period that plans were being made by the University with respect to the financing and construction of its proposed television facility, legislation was enacted to provide Federal grants to assist in the construction of educational television stations. Petitioner now feels that it can immediately proceed with its plans for the operation of Channel 52 once it is reserved. The University states: "Upon the amendment of the Commission's rules to reserve the channel as requested Vincennes University plans to file its application requesting a construction permit for such facilities and also to file its request for a Federal grant in connection with its proposal to construct and operate a noncommercial educational television broadcasting station on Channel 52 at Vincennes, Indiana."

5. In view of the above, it is proposed to amend § 3.606 of the rules as follows:

City	Channel No.	
	Present	Proposed
Vincennes, Ind.-----	52+	*52+

6. Authority for the adoption of the amendment proposed herein is contained in sections 4 (i) and (j), 303, and 307 (b) of the Communications Act of 1934, as amended.

7. Pursuant to applicable procedures set out in § 1.213 of the Commission rules, interested persons may file comments on or before October 22, 1962,

PROPOSED RULE MAKING

and reply comments on or before November 5, 1962. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

8. In accordance with the provisions of § 1.54 of the rules, an original and 14 copies of all written comments and statements shall be furnished to the Commission.

Adopted: September 18, 1962.

Released: September 19, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9494; Filed, Sept. 21, 1962;
8:51 a.m.]

Notices

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 55710]

WHITE OR IRISH POTATOES, OTHER THAN CERTIFIED SEED

Tariff-Rate Quota for the Quota Year Beginning September 15, 1962

SEPTEMBER 19, 1962.

The tariff-rate quota for white or Irish potatoes, other than certified seed, pursuant to Item 771 (second), Part I, Schedule XX of the General Agreement on Tariffs and Trade, as modified (T.D.'s 51802 and 54406), for the 12-month period beginning September 15, 1962, is 600,000 bushels of 60 pounds each.

The estimate of the production of white or Irish potatoes, including seed potatoes, in the United States for the calendar year 1962, made by the United States Department of Agriculture as of September 1, 1962, was 444,783,333 bushels.

In accordance with the third proviso to the aforesaid Item 771, as modified, the 600,000 bushels and the 1,000,000 bushels prescribed in the second proviso are not increased, because the estimated production is greater than 350,000,000 bushels.

[SEAL]

N. G. STRUB,

Acting Commissioner of Customs.

[F.R. Doc. 62-9486; Filed, Sept. 21, 1962; 8:49 a.m.]

POST OFFICE DEPARTMENT

CHIEF POSTAL INSPECTOR

Delegation of Authority to Administer Special Reward Offer

The following is the text of a special reward offer signed by the Postmaster General on August 27, 1962, delegating certain authority to the Chief Postal Inspector:

The Post Office Department of the United States hereby offers a reward not exceeding a total of \$50,000 for information leading to:

The arrest and conviction of persons involved in the holdup and robbery of a U.S. Mail Truck on State Highway 3 near Plymouth, Massachusetts, on August 14, 1962, during which registered mail containing over \$1,500,000 in U.S. currency was taken.

The amount and distribution of individual rewards paid under this offer shall be determined by the Chief Postal Inspector of the Post Office Department on the basis of the value to the Department of the information furnished. His decision shall be final.

If the participants or their accomplices are killed while resisting arrest,

No. 185—5

or are adjudged juvenile delinquents for the commission of the offense, they shall be deemed to have been convicted.

Applications for rewards shall be submitted to the Chief Postal Inspector, Post Office Department, Washington 25, D.C., within six months from the date of the conviction.

This special reward is in lieu of, and not in addition to, that provided in Post Office Reward Circular of March 1, 1961. (See § 201.82 of Title 39, Code of Federal Regulations.)

(R.S. 161, as amended, 5 U.S.C. 22, 39 U.S.C. 309, 501, 509)

LOUIS J. DOYLE,
General Counsel.

[F.R. Doc. 62-9474; Filed, Sept. 21, 1962; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 10976 etc.]

CALIFORNIA-NEVADA EXCURSION FARES INVESTIGATION

Notice of Hearing

In the matter of the investigation of excursion fares of Pacific Air Lines, Inc., Bonanza Air Lines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., and Western Air Lines, Inc.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on October 16, 1962, at 10:00 a.m., e.d.s.t. in Room 911, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Milton H. Shapiro.

For information concerning the issues involved and other details in this proceeding, interested persons are referred to the prehearing conference report served June 29, 1962, and other documents which are in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., September 18, 1962.

[SEAL]

MILTON H. SHAPIRO,
Hearing Examiner.

[F.R. Doc. 62-9490; Filed, Sept. 21, 1962; 8:50 a.m.]

[Docket 14034; Order No. E-18794]

TARIFF RULES PRESCRIBING FARE IN EFFECT AT TIME OF TRAVEL AS FARE TO BE CHARGED

Order of Investigation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 19th day of September 1962.

The tariffs of the certificated air carriers and foreign air carriers contain

rules which provide that transportation is subject to the fare in effect on the date on which transportation commences at the point of origin designated on the ticket. Pursuant to these rules when a fare change becomes effective between the date a ticket is purchased and the date travel begins, the new fare, whether higher or lower, is applicable to such travel.

From time to time in the past the Board has received many informal complaints against carrier practices pursuant to these tariff rules. Generally, these complaints have asserted the hardships to the traveling public who, after purchasing their tickets and planning their travel, are required to pay such additional amounts for their transportation as may be required by the tariffs in effect on the day their travel is to begin.

Under these circumstances we find that the tariff rules of all certificated air carriers and foreign air carriers which prescribe that the fare to be charged, demanded, collected, or received is that in effect upon the date that the travel from the initial point commences may be unjust and unreasonable, unjustly discriminatory, unduly preferential, or unduly prejudicial, or otherwise unlawful. We, therefore, find that it is necessary in the public interest to institute an investigation thereof pursuant to section 1002 of the Federal Aviation Act of 1958 and, contingent upon the resolution of the issue of lawfulness, to determine and prescribe appropriate tariff rules and/or carrier practices governing the applicable fare to be charged.

The Board finds that its action herein is necessary and appropriate in order to carry out the objectives of the Federal Aviation Act of 1958 and particularly sections 102, 204, 403, 404, and 1002 thereof.

Accordingly, it is ordered, that:

1. An investigation is instituted to determine whether the rules and practices of all certificated air carriers and foreign air carriers (as set forth in Appendix A¹) under which the fare charged, demanded, collected, and received is that in effect on the day transportation commences at the initial point are or will be unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, or adverse to the public interest, and, in the event such rules and practices are found unlawful, to determine and prescribe the lawful rules, regulations, or practices thereafter to be made effective.

2. The proceeding ordered herein be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated.

3. A copy of this order be served upon each certificated air carrier and foreign air carrier, all of whom are hereby made parties to this proceeding.

¹ Filed as part of the original document.

This order shall be published in the
FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 62-9491; Filed, Sept. 21, 1962;
8:50 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 14706, 14707; FCC 62M-1232]

QUEEN CITY RADIO STATION AND CANNON BROADCASTING CO.

Order Continuing Hearing

In re applications of Warren E. Angel and Jack T. Farrar d/b as Queen City Radio Station, Tullahoma, Tennessee, Docket No. 14706, File No. BP-14434; Cannon Broadcasting Company, Woodbury, Tennessee, Docket No. 14707, File No. BP-15264; for construction permits.

A prehearing conference in the above-entitled matter having been held on September 14, 1962, and it appearing from the record made therein that certain agreements were reached and certain rulings made by the Hearing Examiner which should be formalized by order:

It is ordered, This 17th day of September 1962, that:

(1) The direct affirmative case of the applicants shall be presented entirely in the form of sworn written exhibits;

(2) Copies of all of the applicant's exhibits shall be supplied the other parties hereto on or before October 22, 1962, but such proposed exhibits may be amended or reformed at any time through November 13, 1962;

(3) Copies of all of the applicants' exhibits in final form shall be supplied the other parties hereto on or before November 13, 1962;

(4) Any party wishing to call for cross-examination any witness responsible for the preparation of any exhibit exchanged by any other party shall give notification thereof on or before November 19, 1962:

It is further ordered, That the hearing herein heretofore scheduled to commence on October 9, 1962, is continued to November 27, 1962, commencing at 10:00 a.m. in the offices of the Commission at Washington, D.C.

Released: September 18, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9502; Filed, Sept. 21, 1962;
8:52 a.m.]

[Docket No. 14474; FCC 62M-1230]

EASTERN SHORE MICROWAVE RELAY CO.

Order Scheduling Hearing

In re application of Eastern Shore Microwave Relay Company, Salisbury,

Maryland, Docket No. 14474, File No. 3423-C1-P-60; for construction permit for common carrier point-to-point microwave relay station.

Pursuant to agreement of counsel for all parties on the record at the further prehearing conference held on September 17, 1962: *It is ordered,* This 17th day of September 1962, that the hearing will be commenced at 10:00 a.m., October 5, 1962.

Released: September 18, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9498; Filed, Sept. 21, 1962;
8:52 a.m.]

[Docket Nos. 14617-14621; FCC 62-970]

MARTIN R. KARIG ET AL.

Memorandum Opinion and Order Amending Issues

In the matter of revocation of construction permit of Martin R. Karig for standard broadcast station WIZR, Johnstown, New York, Docket No. 14617,

In re application of SPA Broadcasters, Inc. (WSPN), Saratoga Springs, New York, Docket No. 14618, File No. BR-2958; for renewal of license for standard broadcast station WSPN, Saratoga Springs, New York.

In re applications of Radio Station WRSA, INC., Troy, New York, Docket No. 14619, File No. BP-13827; SPA Broadcasters, Inc. (WSPN), Saratoga Springs, New York, Docket No. 14620, File No. BP-13828; Genkar, Incorporated, Gouverneur, New York, Docket No. 14621, File No. BP-13899; for construction permits.

1. The Commission has before it the following pleadings filed by Genkar, Incorporated and the Commission's Broadcast Bureau in Docket No. 14621 of the above-captioned proceedings: (a) A petition for leave to amend and for other relief, filed by Genkar on July 2, 1962; (b) an opposition to the petition, filed by Bureau on July 6, 1962; (c) a supplement to the petition, filed by Genkar on July 17, 1962; (d) a further supplement to the petition, filed by Genkar on July 31, 1962; (e) a motion to enlarge issues, filed by Bureau on August 1, 1962; (f) an opposition to the motion, filed by Genkar on August 15, 1962; and (g) a reply to the latter opposition, filed by Bureau on August 17, 1962. On July 25, 1962, following his receipt of the first three of the above pleadings, Hearing Examiner Herbert Sharfman referred such pleadings to the Commission for action "because a revocation matter is involved" (FCC 62M-1047.)

2. A number of procedural problems are presented by the above pleadings. For example, the nature of the total relief sought in the petition is such as to require the filing of two separate pleadings. (See § 1.12 of the Commission's rules.) Additionally, because pleadings (c) and (d) are in the nature of replies to Bureau's opposition (b), they are either improper under § 1.44 of the

rules¹ or untimely filed under § 1.13 of the rules. Again, pleading (f) is untimely filed under § 1.13 and 1.18 of the rules.² Finally, although pleadings (e) through (g) are of a type normally acted upon by the Commission's Review Board, they involve the same subject matter as pleadings (a) through (d), pleadings properly before the Commission by reason of the Examiner's referral of July 25, 1962.³

3. One procedure open to the Commission would be to return pleading (a) to petitioner without action or otherwise enforce § 1.12 of the rules; this would permit petitioner to refile the requests and eliminate the deficiencies with respect thereto and with respect to pleadings (c) and (d). In an effort to avoid the delays inherent in the foregoing procedure, the Commission has chosen to disregard the deficiencies involved and to act upon the various requests as though all pleadings were properly and timely filed. Because the disposition of Bureau's motion (e) depends, in large measure, on the Commission's action on petitioner's requests, and because the matters with which all of the pleadings are concerned are closely related to the revocation proceeding in Docket No. 14617 and the other associated proceedings, the Commission has determined that it should act upon such motion in order that all pleadings may be promptly and simultaneously disposed of. In connection with the foregoing the Commission is also disregarding the untimeliness of the filing of pleading (f).

4. In substance, the situation is as follows: Petitioner is an applicant for a new broadcast station at Gouverneur, New York. The application was designated for hearing on a character issue with the other above-entitled matters because of a 26 percent interest in such application by Martin R. Karig,⁴ whose past conduct as a Commission licensee is being inquired into in connection with such other matters to determine whether he possesses the requisite character qualifications to be a licensee of the Commission. In part, the overall proceeding seeks to determine whether Karig has maintained a concealed interest in Station WSPN, Saratoga Springs, New York; whether Karig testified falsely in 1960 that he had divested himself of all interests in WSPN; and whether Karig was instrumental in 1958 in bringing about the filing of a strike application by a 35 percent stockholder (Kenneth Freebern) in WSPN, and another by one of his salesmen (Ralph Romano) at Station

¹ Section 1.44 was amended effective August 1, 1962. As amended, it is now set forth as § 1.43.

² Although Bureau's motion to enlarge issues (e) was not filed within the period specified by § 1.141 of the rules, good cause for the delay lies in the fact that the matters forming the basis of the motion arose as a result of petitioner's pleadings. (See par. 5.)

³ The referral was specifically to the Commission, and the Review Board did not come into being until August 1, 1962.

⁴ The 26 percent interest includes an 0.8 percent interest by Karig's wife.

WWSC, Glen Falls, New York.⁶ Petitioner wishes to amend its application to show that Karig no longer has any connection or interest whatever in the application. With respect to Karig's severance from the application, Morris F. Genthner, presently with a 26 percent interest,⁷ would succeed to Karig's 26 percent interest and commitments to the corporation,⁸ and Karig would receive from the corporation \$1,450 for out-of-pocket expenses incurred in connection with the application and a \$500 consultant fee. Genthner has been employed by Station WWSC as a salesman for a number of years, and was so employed when Karig was 100 percent owner of that station. (See Fn. 5.) Additionally, Genthner was once proposed (BP-11926) as Chief Engineer for Karig's Station WJZR, Johnstown, New York, the station involved in the revocation action in Docket No. 14617.

5. Bureau opposed the relief sought on the ground that the original petition made no clear showing that Karig had completely divested himself of all interest in the application. When the supplements disclosed that Karig was to become a creditor of the applicant for his out-of-pocket expenses and his consultant fee, Bureau moved to enlarge issues to add a financial issue as to the applicant, and two other issues: the one to determine whether Karig continues to be a principal in the applicant, and the other as to whether the application and subsequent pleadings contain misrepresentations or are silent as to material facts. The request for the latter two issues is cast in the light of Karig's past conduct as a Commission licensee, and is further based on the failure of the original petition to disclose the proposed creditor relationship of Karig to the applicant, and on what Bureau regards as conflicting statements in the various filings by the applicant as to the issuance to and subscription by Karig of the 65 shares of stock involved.

6. It is petitioner's position that there is no substance to the Bureau's charges of inconsistencies, and that affidavits by petitioner, Genthner, and Karig clearly establish that Karig no longer has an interest in the application except for the reimbursement agreement as to Karig's out-of-pocket expenses. It does not, however, address itself to Bureau's request for a financial issue.

7. On the basis of the Karig conduct—detailed, in part, above—which made necessary this overall proceeding, the Commission concludes that the Genkar application must continue in hearing. In light of the allegations as to false testimony by Karig in other Commission proceedings, his retention of a concealed interest in another station, and his use of a business associate and an employee to subvert Commission processes, and

the presence in the Genkar application of a former employee of Karig, the Commission is reluctant to base an ultimate judgment as to the application on anything less than record examination and cross-examination of the persons involved. Accordingly, the Commission is adding an issue, as requested by Bureau, to determine all the circumstances surrounding the alleged divestiture by Karig of interests in the application. In connection with the foregoing, it is not necessary to determine here whether Genkar has misrepresented or omitted material facts in its various filings with the Commission. Neither is it necessary to add the specific issue requested by Bureau in this respect, since the Examiner and Bureau are free to pursue these matters under the divestiture issue and the general character issue previously specified as to Genkar.

8. As to the financial issue requested by Bureau, the following appears: The application shows that the applicant will have available to it \$23,052 to meet anticipated costs of \$22,853, leaving a surplus of funds of only \$201. The applicant has now committed itself to additional expenditures of \$1,950 in connection with Karig's out-of-pocket expenses and consultant fees. Petitioner has made no effort to rebut the presumption that it is no longer financially qualified to construct and operate the station proposed, and, accordingly, the Commission has no alternative but to add the financial issue requested. Such issue is to be regarded as a full one and as encompassing Bureau's further question as to whether the subscribers to 48 percent of the stock are bound by and will honor the subscription agreement entered into in connection with the application—another matter to which petitioner has chosen not to address itself.

9. In accordance with the foregoing, the Commission is denying the petitioner's request for removal from hearing and grant of its application. Two of the three issues requested by Bureau are being added. The divestiture issue should be regarded as Issue 12, and the financial issue as Issue 14; existing Issues 12 and 13 are renumbered 13 and 15, respectively. The request for leave to amend is not resisted by the Bureau, and it is allowed.

Accordingly, it is ordered, This 18th day of September 1962, that the petition by Genkar, Incorporated, filed herein on July 2, 1962, is granted to the extent that it requests leave to amend its application, and is denied in all other respects; and that the motion by the Commission's Broadcast Bureau, filed herein on August 1, 1962, is granted to the extent that it requests enlargement of the issues in this proceeding to include those set forth below, and is denied in all other respects:

To determine whether Martin R. Karig has given up his interest in Genkar, Incorporated, the terms and conditions of such divestiture and whether under such terms and conditions, or otherwise, Karig continues to be a principal in Genkar, Incorporated.

To determine whether Genkar, Incorporated is financially qualified to con-

struct and operate its subject proposal for Gouverneur, New York.

Released: September 19, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9499; Filed, Sept. 21, 1962;
8:52 a.m.]

[Docket No. 14734; FCC 62M-1233]

STAR BROADCASTING CORP.

Order Continuing Hearing

In re application of Star Broadcasting Corporation (WFLS), Fredericksburg, Virginia, Docket No. 14734, File No. BP-14752; for construction permit.

Pursuant to agreements reached at a prehearing conference held on September 14, 1962: *It is ordered*, This 17th day of September 1962, that the following schedule will govern the future course of hearing in the above-entitled proceeding: October 12, 1962, Exchange of applicant's engineering showings; October 26, 1962, Freeze date; October 31, 1962, Hearing (continued from October 16, 1962).

Released: September 18, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9500; Filed, Sept. 21, 1962;
8:52 a.m.]

[Docket No. 14754; FCC 62M-1234]

WESTERN UNION TELEGRAPH CO.

Order Continuing Prehearing Conference

In the matter of proposed new and increased Rates of The Western Union Telegraph Company for telegraph messages of teline customers.

Pursuant to informal request on behalf of the respondent, Western Union Telegraph Company, and consent of Commission counsel: *It is ordered*, This 17th day of September 1962, that the prehearing conference presently scheduled on October 1, 1962, is postponed to October 2, 1962 at 10:00 a.m.

Released: September 18, 1962.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 62-9501; Filed, Sept. 21, 1962;
8:52 a.m.]

FEDERAL MARITIME COMMISSION

[No. 1071]

PORT OF EVERETT, WASHINGTON

Investigation of Reduced Wharfage Charges on Direct Transfer Freight

On August 6, 1962, the Port of Everett, Washington, a furnisher of "wharfage, dock, warehouse, or other terminal facilities in connection with a common car-

⁶ Karig was a stockholder in WWSC from 1946 to 1959; from 1957 to 1959, he owned 100 percent of the stock.

⁷ The 26 percent interest includes an 0.8 percent interest by Genthner's wife.

⁸ The other 48 percent of the stock is subscribed to in 2-4 percent blocks by 18 other persons, all but one of whom are residents of Gouverneur.

rier by water" within the meaning of section 1 of the Shipping Act, 1916, filed with this Commission sixth revised page 11 of its Terminal Tariff No. 1 which provided in paragraph (b) of Item 15 that the wharfage charge on general freight handled directly between open rail cars or trucks and vessels would be reduced from 80 cents to 40 cents per net ton (or 40 cubic feet). By Special Supplement No. 7 to that tariff the effective date of the proposed reduction in wharfage charges was postponed from September 7, 1962 to October 7, 1962.

On August 14, 1962, the Northwest Marine Terminal Association protested the reasonableness of the reduced wharfage rate and urged the Commission immediately to institute an investigation into the lawfulness of the protested decrease.

The Commission has considered the reduced rate, the protest thereon, and the possible effect that the reduced rate could have on shippers at the Port of Everett and on other shippers and ports in Washington and Oregon and has concluded that the matter warrants investigation. Accordingly the Commission, pursuant to section 22 of the Shipping Act, hereby institutes upon its own motion an investigation to determine (1) whether the reduced wharfage rate would make or give any undue or unreasonable preference or advantage to any particular person, locality, or description of traffic in any respect whatsoever, or subject any particular person, locality, or description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever within the meaning of section 16, First of the Shipping Act, (2) whether the reduced wharfage rate is an unjust or unreasonable regulation or practice relating to or connected with the receiving, handling, storing, or delivering of property within the meaning of section 17 of the Shipping Act; and (3) what change, if any, the Commission should order in said reduced wharfage rate.

The Port of Everett, Washington, is hereby made respondent in this proceeding and the matter is assigned for hearing before an examiner of the Commission's Office of Hearing Examiners at a date and place to be announced by the Chief Examiner.

This order and notice of hearing shall be published in the FEDERAL REGISTER; a copy of this order and a notice of hearing shall be served upon respondent, Port of Everett, Washington.

By order of the Commission; September 19, 1962.

THOMAS LISI,
Secretary.

[F.R. Doc. 62-9517; Filed, Sept. 21, 1962;
8:54 a.m.]

FARRELL SHIPPING CO. ET AL.

Notice of Agreements Filed for Approval

Notice is hereby given that the following agreements have been filed with the Federal Maritime Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended.

Agreement No. 8997, between Farrell Shipping Co., Inc., New Orleans 12, Louisiana, and Southern Steamship Agency, Inc., Port Allen (Baton Rouge), Louisiana, is a reciprocal arrangement under which filing export declarations will be performed for each other upon request. Fees for the services to be agreed upon depending upon the service requested.

Agreement No. 8998 between T. J. Hanson, Inc., Beaumont, Texas, and J. P. Harle Forwarding Co., Houston, Texas, is a reciprocal arrangement under which the parties will perform freight forwarding services for each other. Forwarding and service fees are subject to negotiation and agreement on each transaction depending upon services to be performed.

All four parties to these two agreements are independent ocean freight forwarders eligible to carry on the business of forwarding pursuant to section 44, Shipping Act, 1916.

Interested persons may inspect these agreements and obtain copies thereof at the Bureau of Domestic Regulation, Federal Maritime Commission, Washington 25, D.C., or at the Commission's field offices at:

45 Broadway,
New York 4, N.Y.

701 Loyola Street,
New Federal Building,
P.O. Box 52948 (mailing address),
New Orleans 50, La.

180 New Montgomery Street,
San Francisco, Calif.

They may submit, to the Secretary, Federal Maritime Commission, Washington, D.C., within twenty days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreements, and their approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: September 18, 1962.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 62-9518; Filed, Sept. 21, 1962;
8:54 a.m.]

MEMBERS OF THE LATIN AMERICA/ PACIFIC COAST STEAMSHIP CON- FERENCE

Notice of Agreement Filed for Approval

Notice is hereby given that the following described agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733; 75 Stat. 763; 46 U.S.C. 814):

Agreement 8660, between the twenty five common carriers operating in the trade between West Coast ports of the United States and Canada and ports of the west and east coasts of Central America, the west coasts of Mexico and South America, the islands of the Caribbean Sea, and the northeast coast of South America from the Republic of Panama to Venezuela inclusive, provides for the establishment of the Latin

America/Pacific Coast Steamship Conference and specifically the following:

(1) that according to the trade served by each, the carriers shall be divided into five trade groups, three "outbound" and two "inbound" encompassing the trades heretofore described, each with authority to establish rates, rules, regulations for or in connection with the transportation of all merchandise within the ambit of the area served;

(2) that the parties shall strictly observe those rates, rules and regulations as agreed upon and published in the applicable tariffs; that no agent or any of the lines may represent or serve any non-conference carrier in any capacity other than a husbanding capacity or as may be unanimously agreed to by all the lines, in the United States and Canada; prohibitions against "special concessions" including the payment of brokerage unless "upon agreement between the parties"; that the parties shall make only those "absorptions" as agreed upon and published in the conference tariff; that the members shall abide by the rules and regulations mutually agreed upon; agreement as to the terms and conditions governing the admission of new members, and withdrawal of parties to the agreement; the establishment of a \$1,000 admission fee;

(3) understanding as to notice and the conduct of meetings of the parties, whether of an individual "trade area" or in those matters of "mutual interest" involving two or more trade areas or with other conferences; agreement as to the quorum necessary to conduct such meetings, voting requirements in order to effectuate decisions; agreement as to voting privileges, the maintenance of service, the apportionment of expenses; procedures for determining, and penalties for, breaches of the agreement;

(4) appointment of a chairman and other officers; and the filing of all conference minutes, rules and regulations, circulars and other documents recording conference action;

(5) that simultaneously with approval, Agreement 8660 will supersede and cancel the following agreements (each of the twenty-five carriers is now a party to one or more of such agreements);

6670—Camexco Freight Conference,
6070—Canal, Central America Northbound Freight Conference,
6170—Capca Freight Conference,
8390—Caribbean/Pacific Northbound Freight Conference,
7270—Colpac Freight Conference,
4294—Pacific Coast/Caribbean Sea Ports Conference,
7570—Pacific Coast/Mexico Freight Conference,
7170—Pacific Coast/Panama Canal Freight Conference,
4630—Pacific/West Coast of South America Conference, and
6270—West Coast of South America/North Pacific Coast Conference,

provided that the tariffs and all other rules and regulations of the aforesaid conferences shall remain in effect as the tariff, rules and regulations of the Latin America Pacific Coast Steamship Conference (Agreement 8660).

Interested parties may inspect this agreement and obtain copies thereof at

the Bureau of Foreign Regulation, Federal Maritime Commission, Washington, D.C., and may submit within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: September 18, 1962.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 62-9519; Filed, Sept. 21, 1962;
8:54 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP63-5]

CITY OF OFFERLE, KANSAS

Notice of Application

SEPTEMBER 17, 1962.

Take notice that on July 6, 1962, the City of Offerle, Kansas (Applicant), filed in Docket No. CP63-5 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Natural Gas Pipeline Company of America (Respondent) to establish physical connection of its facilities with those which Applicant proposes to construct and operate and sell to Applicant natural gas for resale and distribution in the City of Offerle, Kansas, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant proposes to construct and operate a gas distribution system in the City of Offerle, Kansas, and a 3-inch lateral pipeline approximately 0.5 mile in length extending southeast from the City border to an inter-connection with Respondent's main transmission line in Kansas.

Applicant estimates its gas requirements in Mcf to be as follows:

Year	Peak day	Annual
1.....	132	15,310
2.....	158	19,013
3.....	177	20,736

On July 20, 1962, Respondent filed an answer to the subject application stating that it is willing and able to render the proposed service.

Applicant estimates the cost of its project to be \$46,586. Respondent estimates the cost of the tap and metering and regulating facilities to be \$12,610.

Protests, petitions to intervene, or requests for hearing may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 5, 1962.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9471; Filed, Sept. 21, 1962;
8:46 a.m.]

[Docket No. G-5392]

WEVA OIL CORP.

Notice of Application for Amendment

SEPTEMBER 19, 1962.

Take notice that on July 12, 1962, Weva Oil Corp. (Applicant), 608 Main Street, Hingham, Massachusetts, filed an application pursuant to section 7 of the Natural Gas Act requesting amendment of the certificate authorization in Docket No. G-5392 (order issued April 6, 1955, Docket Nos. G-5387, et al.) by deleting therefrom authorization to sell natural gas from a tract of approximately 554 acres in Wirt, Calhoun and Roane counties, West Virginia, originally dedicated under Contract No. 390 of Hope Natural Gas Company (Hope) dated January 8, 1919, which acreage Hope has agreed to release from said contract, all as more fully set forth in the application for amendment which is on file with the Commission and open to public inspection.

Protests, petitions to intervene or requests for hearing may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 11, 1962.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 62-9489; Filed, Sept. 21, 1962;
8:50 a.m.]

GENERAL SERVICES ADMINISTRATION

TUNGSTEN-BEARING MATERIAL HELD IN NATIONAL STOCKPILE

Proposed Disposition

Pursuant to the provisions of section 3(e) of the Strategic and Critical Materials Stock Piling Act, 50 U.S.C. 98b(e), notice is hereby given of a proposed disposition of approximately 852 short tons of low-grade tungsten ore and approximately 512 pounds of low-grade tungsten concentrates now held in the national stockpile.

The Office of Emergency Planning has made a revised determination, pursuant to section 2(a) of the Strategic and Critical Materials Stock Piling Act, that there is no longer any need for stockpiling these low-grade tungsten ores and concentrates. The revised determination was based upon a finding that said low-grade ores and concentrates are obsolescent for use in time of war.

General Services Administration proposes to transfer said materials to other Government agencies, to offer them for sale on a competitive basis, or otherwise to dispose of them in the best interest of the Government, beginning six months after the date of publication of this notice in the FEDERAL REGISTER. This notice has also been transmitted to the Congress and to the Armed Services Committee of each House thereof.

This plan and the date of disposition have been fixed with due regard to the protection of producers, processors, and consumers against avoidable disruption of their usual markets as well as the protection of the United States against avoidable loss on disposal.

Dated: September 17, 1962.

BERNARD L. BOUTIN,
Administrator.

[F.R. Doc. 62-9113; Filed, Sept. 21, 1962;
8:45 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30-XII-7]

MANAGER, DISASTER FIELD OFFICE, HILO, HAWAII

Delegation Relating to Disaster Loan Making

Notice is hereby given that this delegation (25 F.R. 6907) is rescinded in its entirety.

(Disaster Field Office closed September 26, 1960)

Effective Date: August 16, 1962.

EDWARD L. TURKINGTON,
Regional Director, Reg. XII,
San Francisco Regional Office.

[F.R. Doc. 62-9475; Filed, Sept. 21, 1962;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 19, 1962.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37952: *Petroleum and petroleum products from and to points in official territory.* Filed by Traffic Executive Association-Eastern Railroads, Agent (E.R. No. 2633), for interested rail carriers. Rates on petroleum and petroleum products, in tank-car loads, from, to and between points in official (including Illinois) territory.

Grounds for relief: Carrier competition.

Tariff: Supplement 193 to Traffic Executive Association-Eastern Railroads tariff I.C.C. A-1059.

FSA No. 37953: *Class and commodity rates from and to Kingsberry, Va.* Filed by O. W. South, Jr., Agent (No. A4237), for interested rail carriers. Rates on various commodities moving on class and commodity rates, in carloads, and less-than-carloads, from and to Kingsberry,

Va., on the one hand, and points in the United States and Canada, on the other. Grounds for relief: New station and grouping.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 62-9481; Filed, Sept. 21, 1962;
8:48 a.m.]

[Notice 694]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 19, 1962.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 65061. By order of September 14, 1962, The Transfer Board approved the transfer to Robert E. Swanson and Lloyd Hefferman, a Partnership, doing business as Seattle-Eastside Auto Freight, Seattle, Wash., of the operating rights in Certificate No. MC 73609, issued March 31, 1955, to Edwin F. Vail, Sr., and Edwin F. Vail, Jr., a Partnership, doing business as Bellevue-Medina-Mercer Island Auto Freight, Seattle, Wash., authorizing the transportation, over regular routes, of general commodities, excluding household goods, commodities in bulk, and other specified commodities, between Seattle, Wash., and Bellevue, Wash., and between Seattle, Wash., and Factoria, Wash. Carl A. Jonson, 400 Central Building, Seattle 4, Wash., applicants' attorney.

No. MC-FC 65185. By order of September 14, 1962, The Transfer Board approved the transfer to Samuel Shein, Herman Shein, Jules Y. Shein and Phillip Shein, a partnership, doing business as Shein's Express, 1225 Calhoun Street, Trenton, N.J., of Certificate Nos. MC 80504, MC 80504 Sub 8, and MC 80504 Sub 9, issued June 23, 1954, November 14, 1960, and March 31, 1960, respectively, to Howard Shein, Herman Shein, Jules Y. Shein, Phillip Shein, and Samuel Shein, a partnership, doing business as Shein's Express, 1225 Calhoun Street, Trenton, N.J., authorizing the transportation of: General commodities, excluding household goods, commodities in bulk, and other specified commodities, over regular routes, between New York, N.Y., and Philadelphia, Pa., between Newark, N.J., and Philadelphia, Pa., between Trenton, N.J., and Philadelphia, Pa., between Trenton, and Camden, N.J., between Newark and Yardville, N.J., between Philadelphia, Pa., Wilmington,

Del., between Camden, N.J., and Chester, Pa., and between Bridgeport, N.J., and Wilmington, Del., with service to and from all intermediate points on the specified routes, and the offroute points in New York and New Jersey within 30 miles of the City Hall in New York, N.Y., those in New Jersey and Pennsylvania within 20 miles of Trenton, N.J., those within 20 miles of Philadelphia, Pa., not included in the Trenton area; and those within a specified New Jersey Area, as restricted; gummed tape, serving the plant site of the Crowell Corporation, at Yorklyn, Del., as an offroute point in connection with the above regular route between Philadelphia, Pa., and Wilmington, Del.; general commodities, between Buffalo, N.Y., and New York, N.Y., serving all intermediate points on the routes specified, between Syracuse, N.Y., and Oswego, N.Y., serving all intermediate points on the routes specified, and between Fonda, N.Y., and Catskill, N.Y., serving no intermediate points, between Syracuse, N.Y., and junction New York Highways 17 and 32 serving no intermediate points, between Palatine Bridge, N.Y., and junction New York Highways 162 and 148 serving no intermediate points and between Cairo, N.Y., and Saugerties, N.Y., serving no intermediate points; paint and paint materials, stains, varnishes, lacquers, paint and varnish remover, spot remover, and petroleum products, all in containers, putty, brushes, insecticides, and such merchandise as is dealt in by retail food stores, between New York, N.Y., Newark N.J., and points in New Jersey within 15 miles of Newark, on the one hand, and, on the other, points in a specified New York territory; and general commodities, excluding household goods, commodities in bulk, and other specified commodities, between points in Essex, Union, Morris, Passaic, Bergen, Monmouth, and Middlesex Counties, N.J., on the one hand, and, on the other, Newark, N.J.

No. MC-FC 65219. By order of September 14, 1962, The Transfer Board approved the transfer to Howard Raef, Mound City, Kans., of Corrected Certificate No. MC 13584 and Certificate No. MC 13584 Sub 3, issued April 7, 1954 and June 24, 1954, respectively, to D. C. Jamison, doing business as Jamison Truck Line, Mound City, Kans., authorizing the transportation, over regular routes, of: (a) Livestock, from Mound City, Kans., to Kansas City, Mo., over specified highways, serving the intermediate point of Kansas City, Kans., and offroute and intermediate points within 12 miles of Mound City, and from Pleasanton, Kans., over U.S. Highway 69 to Kansas City, Mo., and (b) General commodities; excluding household goods, commodities in bulk, and other specified commodities, from Kansas City, Mo., to Mound City, Kans., over specified highways, serving the intermediate point of Kansas City, Kans., and certain named offroute points, and from Kansas City, Mo., over U.S. Highway 69 to Pleasanton. The above-described operations are subject to certain restrictions. Charles M. Warren, 210 National Avenue, Fort Scott, Kans., attorney for applicants.

No. MC-FC 65227. By order of September 14, 1962, The Transfer Board approved the transfer to Macray Movers, Inc., Long Island City, N.Y., of a portion of Certificate No. MC 82421, issued June 15, 1944, to Alfred J. Koster, Lucien Koster, and John Reynolds, doing business as Koster's Transfer & Storage Co., Long Island City, N.Y., authorizing the transportation of: New and used furniture, home furnishings, and steel lockers, between New York, N.Y., on the one hand, and, on the other, points in Connecticut, New Jersey, and New York within 100 miles of New York, N.Y. Morris Honig, 150 Broadway, New York 38, N.Y., attorney for applicants.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 62-9479; Filed, Sept. 21, 1962;
8:47 a.m.]

[Notice 694-A]

MOTOR CARRIER TRANSFER PROCEEDING

SEPTEMBER 19, 1962.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 65187. By order of September 17, 1962, Division 3, Acting as an Appellate Division, approved the transfer to Philip A. Mongell, doing business as Mongell's Transfer and Storage, Connellsville, Pa., of Certificate No. MC 41880 issued October 7, 1949, to Annette D. Durbin, doing business as Dull's Transfer & Storage, Connellsville, Pa., authorizing the transportation of household goods, as defined by the Commission, over irregular routes, between Connellsville, Pa., on the one hand, and, on the other, points in Ohio; and between Connellsville, Pa., on the one hand, and, on the other, points in New Jersey, Maryland, West Virginia, and the District of Columbia. William H. Soisson, Jr., Gallatin Building, Connellsville, Pa., attorney for applicants.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 62-9480; Filed, Sept. 21, 1962;
8:48 a.m.]

AUGUST W. KOEHLER

Statement of Changes in Financial Interests

Pursuant to subsection 302(c), Part III, Executive Order 10647 (20 F.R. 8769) "Providing for the Appointment of Cer-

tain Persons under the Defense Production Act of 1950, as amended," I hereby furnish for filing with the Office of the Federal Register for publication in the FEDERAL REGISTER the following information showing any changes in my financial interests and business connections as heretofore reported and published (26 F.R. 8958 and 27 F.R. 3829) during the six months' period ended September 14, 1962.

There has been no change in my business connections since my last statement which was for the period ending, March 14th, 1962.

My financial interests are no different than those shown in the March 14th, 1962 statement.

I will, however, have added \$1,600 to my investment total through the Bank of America, as of September 14th, 1962.

Dated: September 10, 1962.

AUGUST W. KOEHLER.

[F.R. Doc. 62-9477; Filed, Sept. 21, 1962; 8:47 a.m.]

ALEXANDER W. WUERKER

Statement of Changes in Financial Interests

Pursuant to subsection 302(c), Part III, Executive Order 10647 (20 F.R. 8769) "Providing for the Appointment of Cer-

tain Persons under the Defense Production Act of 1950, as amended," I hereby furnish for filing with the Office of the Federal Register for publication in the FEDERAL REGISTER the following information showing any changes in my financial interests and business connections as heretofore reported and published (26 F.R. 8958 and 27 F.R. 3829) during the six months' period ended September 14, 1962.

No change.

Dated: September 14, 1962.

A. W. WUERKER.

[F.R. Doc. 62-9478; Filed, Sept. 21, 1962; 8:47 a.m.]

CUMULATIVE CODIFICATION GUIDE—SEPTEMBER

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during September.

3 CFR	Page	7 CFR—Continued	Page	14 CFR—Continued	Page
PROCLAMATIONS:		948..... 8785, 8786, 8823, 8824		601..... 9102,	
3489.....	8969	958..... 8786		9212, 9248, 9316, 9378, 9379, 9448,	
3490.....	9201	981..... 8824, 9377		9449.	
3491.....	9241	984..... 9094		602..... 8971	
3492.....	9313	990..... 9175, 9176, 9248		608..... 8826, 9316	
3493.....	9433	1106..... 8945		609..... 8762, 8773, 9127, 9317	
EXECUTIVE ORDERS:		1107..... 8786		610..... 9379	
Jan. 4, 1901.....	9061	PROPOSED RULES:		PROPOSED RULES:	
July 2, 1910.....	9258	729..... 9456		60..... 9409	
199-A.....	8851	827..... 9408		161 [New]..... 9107	
3406.....	8794	929..... 9149, 9455		208..... 8881	
4257.....	8794	944..... 8925, 8953		221..... 9456	
5419.....	8794	981..... 8832		225..... 9408	
6935.....	8851	987..... 9065		242..... 8975	
9709.....	8851	989..... 9455		302..... 9456	
9797.....	8851	990..... 8881, 9260		399..... 9456	
10480.....	9418	1002..... 8926, 9066		507..... 9181, 9315	
10098.....	9418	1003..... 9066		514..... 8883	
10999.....	9418	1016..... 9066		574..... 9107	
11048.....	8851	1039..... 9260		600..... 8952, 9150, 9261, 9262, 9458	
11049.....	9203	1040..... 9109		601..... 8952,	
11050.....	9205	1067..... 9260		9261, 9262, 9316, 9459, 9460	
5 CFR				602..... 9409, 9461	
6..... 8853, 9051, 9207		9 CFR		608..... 8952, 9263, 9316	
27..... 8784, 8971		74..... 8854		609..... 9317	
6 CFR		76..... 8907		15 CFR	
421..... 9373		PROPOSED RULES:		373..... 8972	
443..... 9373		16..... 9150		16 CFR	
464..... 9326		74..... 8832		13..... 8787,	
540..... 9207		10 CFR		8826-8829, 8866, 8912-8917, 8947,	
7 CFR		1..... 8854		8948, 9051, 9052, 9177, 9178, 9328	
52..... 8971		40..... 8825		65..... 9250	
301..... 9243		50..... 8825		17 CFR	
318..... 8907		112..... 9178		239..... 9213	
401..... 9435-9439		12 CFR		18 CFR	
724..... 8937, 9211		1..... 9377		2..... 8918	
728..... 9440		204..... 8912		PROPOSED RULES:	
729..... 9171		521..... 8825, 9248		11..... 8954	
730..... 9091, 9440, 9441		563..... 9327		19 CFR	
811..... 8821		13 CFR		1..... 8972	
815..... 9441		107..... 8855, 9327		6..... 9383	
833..... 9315		14 CFR		PROPOSED RULES:	
871..... 9092		4b..... 8760		10..... 9455	
905..... 8943, 8944		40-43..... 8760		20 CFR	
908..... 8784, 8853, 8944, 9051, 9174, 9442		159 [New]..... 9443		25..... 9383	
910..... 8785, 8945, 9174, 9442		165 [New]..... 8855		200..... 9254	
915..... 9174		507..... 8761,		21 CFR	
919..... 9443		8912, 8946, 9109, 9212, 9315, 9378		9..... 9257	
926..... 8853		514..... 8761		15..... 8951	
927..... 9175		570..... 9443		22..... 8757	
945..... 8785		571..... 9443			
946..... 9137		600..... 8946, 9448			

21 CFR—Continued

	Page
37	8918
120	8758, 9052, 9053, 9257
121	8759, 8920, 8951, 9409, 9449
141c	8829
146c	8829
PROPOSED RULES:	
19	8832, 9332
120	9072
121	8953,
	8954, 8975, 9072, 9073, 9151, 9409

24 CFR

200	9449
-----	------

25 CFR

197	8868
PROPOSED RULES:	
141	9065
142	9148
143	9065

26 CFR

PROPOSED RULES:	
48	9142, 9455
49	9142, 9455

29 CFR

616	9450
688	9328
1307	8788
PROPOSED RULES:	
608	9070
609	9070
610	9332
611	9070
612	9332
614	9071
615	9071
1306	8798, 9333

30 CFR

301	9217
-----	------

31 CFR

324	9384
325	9384

32 CFR

1	8869
2	8869
3	8869
4	8869
5	8869
6	8869
7	8869
8	8869
9	8869
10	8869
11	8869
12	8869
13	8869
14	8869
16	8869
126	9053
505	9054
574	8920
728	9451
836	9384
837	9384
1710	8789

32A CFR

US/C TRANSPORTATION (CH. VII):	
T-1	9102

GSA (CH. XIV):

Regs. 4-12	8880
------------	------

33 CFR

202	9217
207	9056

36 CFR

1	8830, 8880
---	------------

36 CFR—Continued

	Page
213	9217
311	9057
PROPOSED RULES:	
7	8975, 9149

38 CFR

3	8793, 8830
17	8972
21	8921, 9218

39 CFR

13	9258
15	9258
16	9057
22	9057
31	9058
33	9258
34	9058
35	9258
111	9259
112	9058, 9259
113	9259
121	9259
132	9259
133	9259
141	9059
142	9059
PROPOSED RULES:	
95	8925

41 CFR

9-53	9178
50-201	9060

42 CFR

PROPOSED RULES:	
73	8975

43 CFR

115	8921
141	9060
185	9137
259	8921

PUBLIC LAND ORDERS:

637	8794
691	8794
706	8795
899	8794
1205	8922
1770	8794
1796	8796
1889	8796
2400	8796
2564	8796
2759	8794
2760	8794
2761	8794
2762	8795
2763	8795
2764	8796
2765	8830
2766	8796
2767	8921
2768	8922
2769	8973
2770	9061
2771	9062
2772	9180
2773	9258

44 CFR

99	8880
----	------

45 CFR

114	9329
401	8973

46 CFR

2	9017
24-25	9019, 9021
30-33	9021-9023

46 CFR—Continued

	Page
35	9024
51-52	9024, 9026
54-56	9030, 9031
61	9032
70-78	9033-9036
90-97	9037, 9039-9041
110	9042
144	9043
146	9043
160	9043
162	9046
167-168	9046, 9047
175-176	9047, 9048
181	9048

47 CFR

0	8796, 9062, 9218, 9451, 9452
1	8797
2	9062, 9063, 9410
3	9453
4	9410
6	9063
9	9062-9064
13	8797
17	8796
21	9218
PROPOSED RULES:	
2	8832, 9221
3	8883, 9221, 9222, 9263, 9461
10	8832
11	8832
15	9222
16	8832
19	8832

PROPOSED RULES:

2	8832, 9221
3	8883, 9221, 9222, 9263, 9461
10	8832
11	8832
15	9222
16	8832
19	8832

49 CFR

105	9406
170	9329
193	9103
195	9103
PROPOSED RULES:	
Ch. I	9265
72	9333
73	9333
74	9333
78	9339
193	9109

PROPOSED RULES:

Ch. I	9265
72	9333
73	9333
74	9333
78	9339
193	9109

50 CFR

10	9138
32	8880,
	8922-8924, 8949, 8950, 9064, 9104
	9105, 9219, 9329-9331, 9453.

PROPOSED RULES:

33	9149
----	------

Announcing: Volume 75**UNITED STATES
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